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TABLE *of* CONTENTS



10

MAGNUM OPUS

Champagne for millionaires

12

ADVENTURE ESSENTIALS

Field-tested attire for the cultivated traveller

16

AFTER-HOURS

ACCESSORIES

Vital necessities for the man of leisure

18

ABSOLUTELY FLAWLESS

A guy's guide to using concealers to hide those blemishes

26

DRIVING A ROLLS

Glenn O'Brien puts a Wraith through its paces

30

RIDING THE WAVE

Diving deep into the trend that is ketosis and the ketogenic diet

40

PULL YOUR WEIGHT

Become familiar with calisthenics as a core style of training

44

COVER GIRL

Fall in love with this month's beauty

50

STEPPING OUT

Up the ante with these quick and functional must-haves

66

A LEAP OF FAITH

Three daredevils snuck into the new World Trade Centre

78

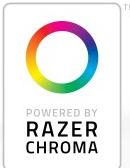
TITAN: ELON MUSK

The visionary founder of Tesla and SpaceX

90

INVEST AND REST

Hedge funds explained, and why you should have one made of this



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The Moby1 XTR expedition trailer is a road warrior equal to any adventure



As great as the outdoors is, you'd be hard-pressed to find a warm shower, climate-controlled sleeping quarters and a fully functional galley kitchen in the middle of the wilderness. That is, unless you're towing the Moby1 XTR. Designed by a Utah-based craftsman, this modern-throwback teardrop trailer has all the amenities Mother Nature doesn't, including rechargeable power sources, hardwood cabinetry, a portable toilet, and options like a rooftop

tent, solar panels and a tankless, on-demand hot water heater. It's all compressed into a sleek, nimble package so lightweight it can be pulled behind a motorcycle. And with its A-arm, coil-spring suspension and Fox Racing shocks, the R250,000-plus XTR can go damn near anywhere, absorbing endless miles of abuse on the roughest off-road terrain - so you can too.

-Adam K. Raymond

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Quattroporte GTS with GranSport trim: V8, 3.8-litre – Max power: 530 HP – Top speed: 310 km/h – 0 to 100 km/h: 4.7 sec
Quattroporte Diesel: V6, 3.0-litre – Max power: 275 HP – Top speed: 252 km/h – 0 to 100 km/h: 6.4 sec

The data may not refer to the model represented

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OUTWARD BOUND

Field-tested essentials for the modern explorer

Photographed by **MARK PLATT**

Styled by **YETY AKINOLA** and **ANDREW PORTER**





1. Vintage flask, WALKER & HALLIN. 2. Knife, WILLIAM HENRY.
3. and 4. Wallets, MONTBLANC. 5. Shirt, VALENTINO. 6. Bracelet, MIKIA;
available at importer.com. 7. Field jacket, TOD'S. 8. Pen, WILLIAM HENRY.
9. Cigar case, VINTAGE. 10. Key ring, LHN JEWELRY. 11. Vintage tie bar,
TIFFANY & CO. 12. Knit top, HUGO. 13. Sunglasses, EMPORIO ARMANI.
14. Silk scarf, BOTTEGA VENETA. 15. Magnifying glass, BERETTA. 16. Watch,
OMEGA. 17. Walking stick, BERETTA. 18. Tote, WANT LES ESSENTIELS.
19. Belt, MICHAEL KORS. 20. Vintage lighter, DUNHILL. 21. Scarf,
JOHN VARVATOS. 22. Shoes, OFFICINA SLOWEAR.

PLAYERS CLUB

Vital necessities for the man of leisure



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MISTER
MARVELOUS

Photographed by MARK PLATT. Styled by YETY AKINOLA and ANDREW PORTER



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V & A WATERFRONT | SANDTON CITY | HYDE PARK

MIDNIGHT RIDER

Street-tough style for the rebel with a cause



1. Holdall, MULBERRY. 2. Leather jacket, ARMANI EXCHANGE.
3. T-shirt, CALVIN KLEIN COLLECTION. 4. Sunglasses, WARBY PARKER. 5. Helmet, BELL. 6. Vintage flask, DEAKIN & FRANCIS. 7. Gloves, PORTOLANO.
8. Rings, JOHN HARDY.
9. Multitool, LEATHERMAN.
10. Boots, PIERRE HARDY.
11. Cuff, LE GRAMME; available at mrporter.com. 12. Cuff, ALEXANDER MCQUEEN; available at mrporter.com.
13. Watch, BREITLING. 14. Belt, BALLY. 15. Key chain, TOD'S.

Photographed by MARK PLATT Styled by YETY AKINOLA and ANDREW PORTER

DRIVE

DANGEROUS CURVES

The R2,4 million Pagani Huayra is the sexiest thing to come out of Italy since Sophia Loren

Text by DAN CARNEY

It's hard to believe that these sensuous lines aren't from the future, or at least a conception of what the future might look like. But this is the Pagani Huayra, a best-of-everything 730-horsepower twin-turbo V12 Italian hypercar that's available right now, if R2,4 million counts as being available. Along with insanely high performance, that price tag buys exclusivity for its owners. And it's a tough club to join. When Pagani revealed an even pricier R34 million limited edition called the Huayra BC at the Geneva International Motor Show this year, all 20 were sold before the car was even announced.

The Huayra's engine is sourced from Mercedes-AMG, a company with a long-standing performance reputation, and some recent Formula 1 world championships, to vouch for its know-how. The car's seven-speed automated manual transmission is from Xtrac, the outfit that provides gearboxes for the very highest levels of racing. Inside, the shifter, pedals and other controls reflect a steampunk design aesthetic that could have been borrowed from the set of *Dune*.

Company founder and chief designer Horacio Pagani introduced the Huayra in 2011, with styling he said was conceived with active aerodynamics in mind. The car has four flaps that extend at speed, and it lowers the front suspension to balance minimal drag with maximum down force. Pagani doesn't get specific about the Huayra's top speed, but he will say that it exceeds 200 mph. To give you an idea, when the BBC's Top Gear tested it on its track, the Huayra turned the fastest-ever lap for a streetcar.

"We are delighted that the audience has appreciated our efforts in trying to make a car that conveys not only cutting-edge technology and state-of-the-art engineering but also the continued pursuit of making every single piece beautiful and functional," said Pagani. Consider us delighted, too. ■



ABSOLUTELY FLAWLESS

A guy's guide to using concealers to hide those embarrassing blemishes

Nobody likes a pimple. From the time we enter into puberty, we become obsessed with not having any blemishes on the face that may rule you out from getting a hot date. What's more, things have changed substantially, and men are now expected to take far greater care of themselves and present an image that is always clean and professional, especially in the workplace.

At the same time though, our lives have become that much more stressful, and our habits are filled with those things that have a direct influence on the state of your skin and your complexion. From the pollution in the air and the food we eat, to how active we are and how stressed we get - all of these things have the consequences of causing your skin to break out.

The time has come to recognise that there is a solution to the problem of a pimple, irregular complexions, and dark spots. It's the concealer, and many high-end brands are specifically targeting men with products that subtly hide the spots. It's not make-up, so don't worry, it's simply just a little shaded liquid that is supposed to be applied to the required area (certainly not the whole face), and blended in.

Men, particularly in high visible interaction professions (such as consultants, financial advisors, and salesmen) are adopting the practice of applying a concealer to always have a flawless and even tone complexion. Not to make him more pretty, but to always appear as good as he can - as that is what his client expects.

From left: La Prairie Swiss Ice Crystal Concealer is a powerful four-in-one product containing the patented Swiss Ice Crystal Complex. Buy this and get a concealer, moisturiser, SPF, and serum all in one. You'll certainly impress her when she sees it on your bathroom



counter; Tom Ford for Men Concealer is a small stick of concealer, presented in a dark grey casing, with a twist bottom to raise the concealer stick. It's small, so it's easy to keep on you in emergencies for retouches; The YSL TOUCHE ÉCLAT luminising pen is an easy to apply pump action brush for easy application. Presented in a gold casing, it's like giving your skin the bling it deserves.

– Greg Forbes

i How to apply:

1. Remember, less is more here.
2. Always make sure that the tone of the skin.
3. Place a very small amount on the problem area.
4. Use your pinky or ring finger to blend the concealer into the skin.

Always remember though, if you suffer from a severe skin condition it is advisable that you visit your dermatologist before applying any product to the skin.

EDGE UP

Give your top-shelf arsenal a futuristic overhand



No. 1



No. 2



No. 3



No. 4



No. 5

1. Foreo's Issa electric toothbrush has pulsating silicon bristles that promise next-level pearly whites. 2. The Luna 2 facial device from Foreo is an exfoliating, vibrating brush your skin never knew it needed. 3. Crafted from medical-grade titanium, Discommon's Straight Razor is a single-blade engineering masterpiece. 4. The woody, amber Voyage d'Hermès Cologne flips out of its refillable casing like a Swiss Army knife. 5. Dior Homme's Dermo System Regenerating Moisturizing Balm is the French fashion house's fountain of youth (in lotion form) that stimulates cellular regeneration.

Maisa Kehl

The Brazilian bombshell with killer good looks, ambition and a business mind. This stunner is ready to blow minds and take over the world one mission at a time!

*Photography by ALFONSO MORENO / MAD CREATIVITY
Booked by LUIS GOMEZ (UNIVERSE 137 STUDIOS)*



Maisa was born in a small town in Brazil on May 18, 1978. It was clear that even as a small child, she had a big heart with a big mission. In her early years, Maisa was quickly identified as being bold, fearless, creative and highly self-motivated. Those qualities quickly lead her to training for competing in, and winning pageants at the young age of 10. Among this, she also became a skilled dancer in ballet, jazz, samba and salsa. She participated consistently in pageants and modelling well into her high-school years. In addition to having a successful career in the modelling industry at such a young age, by 2002, she was running a profitable HMUA business alongside her parents. Maisa also chose to pursue higher education during that time moving to the USA, studying International Business and earning an Associate of Arts in English degree. With her education and skill set, she became a powerful marketer and excelled in the Finance and Mortgage industry. After college, even though she was successful in her business career, her heart was still calling for more and Maisa picked up modelling again. She was done living a life that others told her was "safe" and she took the leap into pursuing her dreams. Maisa is currently a well-recognised international model, booked frequently for print, commercial, promotional, video and hosting work. Among some of the highlights have been on-screen appearances with companies like Warner Brothers (Snatchers) and Sundance (Creatures of Whitechapel). Additionally, she's graced the Glamor Model Magazine, Eve Magazine, Daily Sport UK Magazine, Dream Vixens Magazine, Behind the Shutter and Gladys Magazine among several others. Amidst all of these projects and creations, she's also been active in pageants and has carried titles such as Miss Brazil International Bikini 2016. Although her list of accomplishments runs long, some of the things she's most proud of don't include a sash, or a magazine cover or an appearance on the screen. Maisa's greatest accomplishment is being known as a woman who is actively promoting and reminding women that it's okay to love and honour themselves fully. Including the sensual side that a lot of people fear, shame and judge. She's known for taking a bold stand not only through her words, but through the way she conducts herself in every moment, and by the way she represents each sash, title and company she collaborates with. And through her example, she's touched the hearts and minds of the masses. And is shifting the limiting belief systems and mindsets in this industry, and around the world.

My hobbies and interests

When I'm not modelling I love to go hiking, boating, spend time with friends, have good conversations over an intimate dinner and a glass of wine, or simply chill at home with my doggy catching up on my reading.

My goals and career ambitions

This past year has been amazing. I have been far busier than I ever was in the previous years and I have gotten to be a part of so many amazing opportunities in such a short period of time (Miss Brazil Bikini International, International Bikini Model Search, etc). In 2018 I want to work even more and consistently. I will work even harder with promoting my endeavours via social media and everyday life. I want to





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shamelessly promote with purpose and intent. I am my own business after all. And for the future, my goal is to eventually consult in the industry. I would be honoured to share my network and knowledge with the future generation.

Who inspires me

My parents, who have always been my biggest cheerleaders and support.

My favourite quote

"A woman who walks in purpose doesn't have to chase people or opportunities. Her light causes people and opportunities to pursue her." – Dr Farrah Gray

Turn on

Integrity, politeness, kindness, drive, a positive attitude.

Turn off

Insecurity, laziness, cockiness, bad manners or bad hygiene.

The perfect date

Don't get me wrong... I love some champagne, satin sheets, and chocolate covered strawberries, but I will never skip the chance to enjoy a date with a delicious green juice, sitting on a warm beach in a comfy bikini having a good conversation.

My girl crush

Gisele Bündchen. She is the last true supermodel and a Brazilian, how could you not love her?

My favourite food

Sushi

My biggest fear

My greatest fear is to live a life not being true to myself.

One destination I'd love to visit

Greece

I'm not embarrassed to say

That I love good food, luxury and sexual pleasures.

Want to see more of Maisa? Then you can follow her on Instagram, Snapchat, Twitter and Facebook @maisakehl



DRIVING THE DREAM

I long fantasised about having a Rolls-Royce, the ultimate luxury car. Finally, I got one. For a week.

Like most of the males of my generation, as a youth I was a car nut, and I remain one. It's the American way. Back in the day, hit songs were about girls, but almost as many were about cars. "She's real fine my 409." "Hey little Cobra." Mustang Sally. Little Deuce Coupe. Little GTO. Hemi Cuda. Drag racing was a teen sport, and we got technical about our obsessions. The Beach Boys sang: "Superstock Dart is windin' out in low/But my fuel-injected Stingray's really startin' to go/To get the traction I'm ridin' the clutch/My pressure plate's burnin' that machine's too much." And we listened to that stuff while driving!

Everybody had a dream car, and dreams die hard. This is why I see so many silver-haired gents of my vintage driving Lamborghinis and XKEs. America is the great democracy. We have no class system. (Some would say no class.) But actually we do have one. It changes fast, and it's based on personal success. It isn't signified by a title or a castle; it's signified by your stuff. And of all your stuff, your ride is the thing that shows not only your level of success and who you think you are, but also your aspirations and dreams.

My parents, in a flagrant attempt to be youthful, liked flashy convertibles, and the first car I drove, at 16, was a Chevrolet Impala ragtop. My grandfather, a company president, got a new Cadillac every year. In black. To him it was only proper. But one year, maybe during a flash of second childhood, he bought a Lincoln Continental Mark III - the one with the reverse-slab "breezeway" rear window that went up and down. I think he fancied the Scottish leather upholstery. My grandmother was humiliated, even though it was black. After that it was back to Cadillac. But I could tell my grandfather had cheating on his mind. He had seen that beyond the Cadillac there was unexplored luxury and magnificence of transport.

One day I found a brochure for a Mercedes-Benz 300SE hidden in his copy of *Grossman's Guide to Wine, Spirits, and Beers*. I pictured my grandma killing him with a corkscrew. And then he began to talk openly about a friend of his who had a Rolls-Royce. Henry Zimmerman. He was an open-heart surgeon at the famed Cleveland Clinic and the first person we knew to have an electric mosquito zapper. Industrial executives drove American in those days, but a surgeon could drive whatever he wanted. Henry had a Silver Cloud III Mulliner-Park Ward drophead coupe. Back then Rolls would build the chassis and you could have it finished by a variety of coachbuilders. This wasn't a Chitty Chitty Bang Bang-chauffeur-sits-outside-type Rolls; this was a sleek driving machine

as groovy as a Maserati. Hey, Elvis had one and so did Sinatra. Rolls-Royce was the top, the Mt. Everest of autos. Little did I know, ogling Dr. Z's Rolls, that a seed had been planted.

In the '80s, the high-end mustard firm Grey Poupon ran a funny commercial in which a Rolls pulls up alongside another, the window goes down and a Brit aristocrat hails, "Pardon me, would you have any Grey Poupon?" To which the other replies, "But of course!" The Rolls was true class that you didn't have to inherit. If you had the moolah, you could drive (or be driven) like a king.

That's when I began to educate myself on the legend of the Rolls-Royce, which I gathered was the preferred conveyance of crowned heads, rock stars, peers of the realm, evil geniuses, entrepreneurs who didn't answer to the board of directors, and people who knew what the good years were in Bordeaux. It was the ultimate connoisseur's car, coming in so many bespoke varieties.

A young man quickly learns that automobiles are the primary form of conspicuous consumption in our culture. You figured out who was the coolest, and then you wanted to drive the same wheels. Once I passed through the horned gates of puberty my role model for suaveness and sophistication was James Bond. He knew what to drink, what to wear, how to consume. Today Bond films rake in millions from product placement, but Ian Fleming, Bond's inventor, practically invented the idea. We know that Bond smoked Diplomatic cigarettes, washed with Floris Lime bath essence and perfumed himself with Lentheric aftershave. His bubbly was Bollinger.

Rolls-Royce figured prominently in the career of James Bond. Bond himself didn't drive a Rolls - he most famously drove an Aston Martin DB5, although his favourite cars may have been his Bentleys. He had seven of them, all but one made after Rolls-Royce bought the Bentley marque in 1931. The novels tell us that his personal car was a grey 1933 4.5-litre Bentley convertible with an Amherst Villiers supercharger that 007 enjoyed working on as a hobby. Why was Bond a Bentley rather than a Rolls man? We probably don't need to go any further than the B ornament that replaces the flying lady.

Besides, who drove Rolls-Royce? His boss M, who was often seen exiting in an old black Phantom, and Kerim Bey, MI6's station chief in Istanbul. His enemies were also Rolls owners. Auric Goldfinger owned a 1937 Phantom III in addition to the solid-gold Silver Ghost he used to smuggle gold. Marc-Ange Draco, head of the largest European mafia organisation, drove a Silver Shadow. The ride of Aristotle Kristatos, smuggler and double agent, was a Silver Wraith II. *Octopussy* villain Kamal Khan, the exiled Afghani prince, was a Phantom III man. Valentin Zukovsky, the crooked ex-KGB agent played by Robbie Coltrane, had a Silver Shadow. In Spectre, the latest Bond film, the agent's arch nemesis, Blofeld, sends a 1948 Rolls-Royce Wraith to pick Bond up at the train station in North Africa.

But I think my Rolls obsession was really fuelled by the convertible that the fashion photographer David Hemmings drives in Antonioni's 1966 film *Blow-Up*, a Silver Cloud III drop-head coupe. That car would always conjure up the film for me, and "Stroll On," the sound of the Yardbirds (with both Jeff Beck

Text by GLENN O'BRIEN





and Jimmy Page on guitar), introduced us to something new: feedback!

In 1990, with my second adolescence hard upon me, I came very close to buying a Rolls-Royce convertible while spending some time in South Florida. Not a new one; Florida was loaded with primo rust-free used Rolls ragtops in beautiful colours - from buttercup yellow to royal blue to lipstick red - with exquisite interiors of rare woods and luxurious leathers. And the details were fantastic. I test-drove one that had a bar with crystal glasses and decanters in the driver's-side door, concealed and lockable of course, but quite capable of making a Scotch rocks available while cruising the Keys. I almost closed a deal on an '83 Corniche convertible, intending to drive it north to New York, when the dealer told me I'd have to top it off with a quart of oil at pretty much every gas fill-up. I have long regretted letting that stop me. But it was true that a Rolls was not low maintenance. I bought a BMW 735 instead, and that car, still my wife's favourite of our ownership history, was a driving machine.

After that I flirted no more with the flying lady. But then recently, I began admiring them again on the road, none more than the new Wraith - a Rolls even James Bond would drive, the hell with M. It

has a fastback as sleek as that of his famous Aston Martin DB5, and it clocks zero to 100 in 4.4 seconds (compare that to the DB5's 8.1). So naturally I jumped at the opportunity to drive one for a long weekend.

First let me confess that I am not a sports-car guy. I did have a '78 Mercedes 450SEL, but it was an automatic, and really it was just a luxury car for two. In this day and age you can have a full-size luxury car that blows away most two-seaters. Since that 1990 Bimmer I have had five Mercedes - S models and E wagons - so I'm no stranger to big, fast, luxurious cars.

But when the Wraith arrived I immediately realised I had entered an entirely new category. One's first impression is that all the parts of a normal car that are sort of grimy-looking or primer-painted, on the theory that they won't be seen, actually gleam with chrome and lacquer. Every detail, every nook and cranny, has the finish of a Hermès Kelly bag. The second thing one notices, putting the Wraith in gear, is that it is a mightily deceptive beast. It is fast and handles with utter precision, but without sacrificing comfort in the least.

One of the things I find ludicrous about high-end sports cars is the sound they make, that pretentious exhaust note that might as



well be coming from a digital stereo, apparently intended to turn the heads of hotties. My current ride is a Tesla Model S, which has almost identical zero-to-60 as the Wraith, and it makes no noise at all. The silence of the Wraith is in the same league. Several times I've realised the engine was running and I had forgotten to push the off button as I was about pop open the massive suicide door to walk away from it.

Every car I have owned in the past 25 years has come with cruise control, which I have never used, but I suspect that if this were my daily driver I would use it, if only for the purpose of keeping a valid driver's license. The double-paned glass and magnificent sound system added to the incredibly smooth ride make it very difficult to sense your actual speed, though the heads-up speedometer on the windshield helps. In any event, I hopped into the Wraith and escaped to my summer hideaway pad in the Berkshires, a hundred and sixty kilometre drive that never passed more quickly. On the highway it was only the Waze app that saved me from whizzing by the troopers without even realising it.

Rolls-Royce was always known as a great driver, but nothing like this beast. In 1998 the company went bust (ironically because of its jet engine business), and the car business was bought by BMW. The

result is the best of both worlds - England and Germany - a car made by fantastic coachbuilders and bespoke craftsmen such as upholsterers and woodworkers, and powered by the makers of "the ultimate driving machine." That's a 6.6 litre V12 under the bonnet with 624 horses - or as my son put it, a legion of Roman cavalry. But you'd never know they were under the aluminium bonnet until you floor it.

I am not a techie stereo nut, but I know magnificence when it hits my ears, and this car brought out the listener in me. Usually, in the Tesla, I keep it on SiriusXM's reggae channel, the Joint, but the Wraith has a CD player, and I'm of that dying breed that likes to deejay my ride. I found myself playing things the car itself suggested, like Ennio Morricone, the soundtrack to Godard's *Breathless* and Alfred Hitchcock's *Music to Be Murdered By*. I parked in front of my place and somehow the house looked more grand. Did I imagine it, or did the few passing cars slow down as they went by? The car was a real draw. As a Tesla man I'm used to car talk and ogling, but I never got so many thumbs-ups - even one from a lone Hells Angel on the parkway. I was really, unexpectedly in love with the car.

That night we drove to a local restaurant near the Lime Rock racetrack, where there are always exotics parked outside, but a Jaguar 3.8 looked a little sad in our presence. My ride was a profound vehicle, making transit time sublime. I sat in the parked car for a minute, contemplating the grandeur of the universe. Stars twinkled above me. No, it wasn't a sunroof. It was the starlight headliner, 1,340 tiny fibre-optic lights creating a unique pattern.

You can custom order your own configuration. I began thinking about the Pyramids at Giza and the constellation Sirius, but my wife interrupted my romantic reverie. I turned down the Hitchcock and pushed the engine button. Was it really off? So quiet it was hard to tell. I walked toward the restaurant and hit the lock button. The flying lady, the Spirit of Ecstasy, silently descended into the bonnet, lest she be abducted. It's a jealous world.

For my 16-year-old son, the Wraith was love at first sight. Suddenly he was interested in driving. Although he is a punk-rock Marxist who quotes Kurt Cobain and Vladimir Lenin with equal facility, the price tag, about R4,6 million, didn't bother him at all. There was no "Occupy Rolls" movement. He just said, "Can we keep it?"

Damn, I did want to keep it. This was an unexpected development. Did I actually prefer it to my car of the future? Hard to say, but the sky blue of the Rolls went very nicely with the silver of the Model S. The two cars sitting in the driveway looked like... family. I mean, I'm sure I could scrape up the money, but then for that kind of money, wouldn't I rather have a beach house in Portugal? Hmm. I'm still not quite sure. ■

RIDING THE KETOSIS WAVE

Does anyone know what people are actually saying when they turn down sugary, carbohydrate goodness by saying, "I'm on keto" or "I've reached ketosis"?

Text by TASHA PIENAAR

Probably not. Nowadays, there are so many dieting trends making their rounds that it is almost impossible to be up to speed with all of them. This particular diet, though, should start to evoke some memories because most people's mothers were on this diet - they just had a different name for it then.

"Atkins" was the name of the game a few years back, but now people are starting to call it by what it is, instead of the name of one of the doctors who initially advocated this type of diet. Ketosis. Basically, the ketogenic diet is a low carb but high fat diet that has been proven to cause weight loss and it also provides numerous health benefits such as maintaining blood sugar levels for one. The idea behind it is to eat fat and lose fat. Seems simple and straightforward, right? Not exactly.

As with most diets, there is a science behind Ketosis too. The human body is such a complex machine that it would be naïve to think that you don't need some sort of added thought and attention when deciding exactly what you should be fuelling it with. The ketogenic diet involves adapting your body to stop burning carbs as a fuel source, rather using fat instead, and this is achieved once you bring your carb levels down to about 50 grams per day or lower. Once you have achieved this, then you are "ketogenic" or "in ketosis".

The carbs that you do consume will not be a main source of your macronutrients but rather come from foods such as vegetables, which contain a small amount of carbs anyway. The toughest part of this diet is the first two weeks but once your

body starts adapting it will get easier. An added bonus is that this diet lands up suppressing your appetite so you don't eat as much as you would have normally. Other than the obvious benefits of losing fat, from a medical perspective, Ketogenic diets may even have benefits against diabetes, cancer, epilepsy and Alzheimer's disease.

The downside to ketosis is that there are no "off days". You cannot cheat because then it will set you right back to the starting point. There are many high-fat treats that you can tuck into when you feel yourself having a weak moment but the absolute no-no is falling prey to carbohydrates. High intensity athletes will struggle with this diet initially because carbs tend to be the best source of fuel for their type of activity as it provides energy burst quickly.

You will know when you have reached ketosis when you experience what is commonly known as "keto-flu". Headaches, brain-fogginess and fatigue are symptoms you will experience. Keeping yourself hydrated will help you get over this faster. Add some salt into your water because you will be losing a lot of electrolytes. Doesn't sound like much fun but once you pass this stage the results will speak for themselves.





READY, AIM, FIRE

Land on an island where it's hunt or be hunted as you endeavour to be the last man standing or smash your way through hordes of zombies by any means necessary!

By ANDRE COETZER

PLAYERUNKNOWN'S BATTLEGROUNDS

Finally, the world's most popular game makes its console debut as the Battle Royale inspired PLAYERUNKNOWN'S BATTLEGROUNDS (PUBG) finally appears on the Xbox. The premise is simple, 100 unarmed players all jump into one aeroplane that flies over the isolated island of Erangel; a fictional abandoned island in the Black Sea near Russia. Each player gets to decide where to exit the plane parachuting down to any area on the map. Once on the ground it turns into a foot race

to find the best possible guns or armour, which is scattered all around the island. Every few minutes a specific area on the map is marked with a white circle and all 100 players will have to make their way towards it before a deadly blue electrical force field closes in on them. What started out as a massive island slowly shrinks down into a deadly small space, where players will have to use various tactics and a big chunk of luck to make sure they are the last one standing. The game as it stands is not finished, and can be quite buggy,

but the guys at Bluehole Studio Inc are constantly updating the game with new features being released on a regular basis. Currently, PUBG is only available on Steam and Xbox Game Preview, and thus can only be bought online, with the physical copy only being released when the game is 100% completed. But don't let that put you off from playing arguably the biggest game in recent times. It's incredibly fun with a group of friends and remains one of the most intense experiences on any gaming platform.





DEAD RISING 4: FRANK'S BIG PACKAGE

Originally an Xbox and PC exclusive, Capcom's seminal zombie killing series, Dead Rising 4 finally makes its way onto the PlayStation 4. It's the holiday season in Willamette, Colorado and a mysterious outbreak has overrun the Willamette Memorial Megaplex Mall and surrounding town with dangerous and deadly predators. Join returning hero Frank West as you explore a vast, open world with dangerous new zombies and a million ways to kill them as you seek to uncover the truth behind the outbreak or die trying. The game features an all-new collection of weapons and vehicles with the freedom for players to craft their own tools of zombie destruction. With massive improvements to the base game, Capcom has also thrown in a ton of extra new goodies for PS4 owners. Capcom heroes is a brand-new addition, that allows you to dress hero Frank West in numerous classic Capcom character outfits, from classic Mega Man to your favourite Street Fighter character. Once kitted out Frank gets the ability to use that character's specials moves, allowing for even more fun and exciting ways to kill off the zombie hordes. Naturally all the previously released DLC will be included as well, from additional single-player content to the multiplayer action in Super Ultra Dead Rising 4 Mini Golf. Dead Rising 4: Frank's Big Package is loaded with new content, but the original game still captures the essence of what made the series so popular. It's never been more fun to smash your way through zombies in a variety of creative and gruesome ways.





EMILY GUGLIELMO

This Polish and Puerto Rican princess with her Italian ass and attitude proves that good things truly do come in small packages.

*Photography by RYAN DWYER
Produced by MAINSTREET PRODUCTIONS
Text by SAMANTHA JACK*





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About me

I love to travel of course, but I also love Jacuzzis, the ocean, scuba diving, food - all kinds of food. I love to try new foods everywhere I travel to. I am an avid dancer and was an entertainer for many years. I love to dance - it's a part of who I am. I'm also a mermaid by trade and I'm known as The American Mermaid. Follow me and my adventures on social media.

Turn-ons

I love a man that is organically funny and can be silly and fun... doesn't take life so seriously! I am such an adventurous soul, so I love random spurts and crazy road trips...

Turn-offs

When you can't take shots with me at the bar. Being rude to waitresses and bartenders (I used to be one, so I know how it feels). And the biggest turn-off is not being successful, and taking life too seriously. Life is short - have fun!

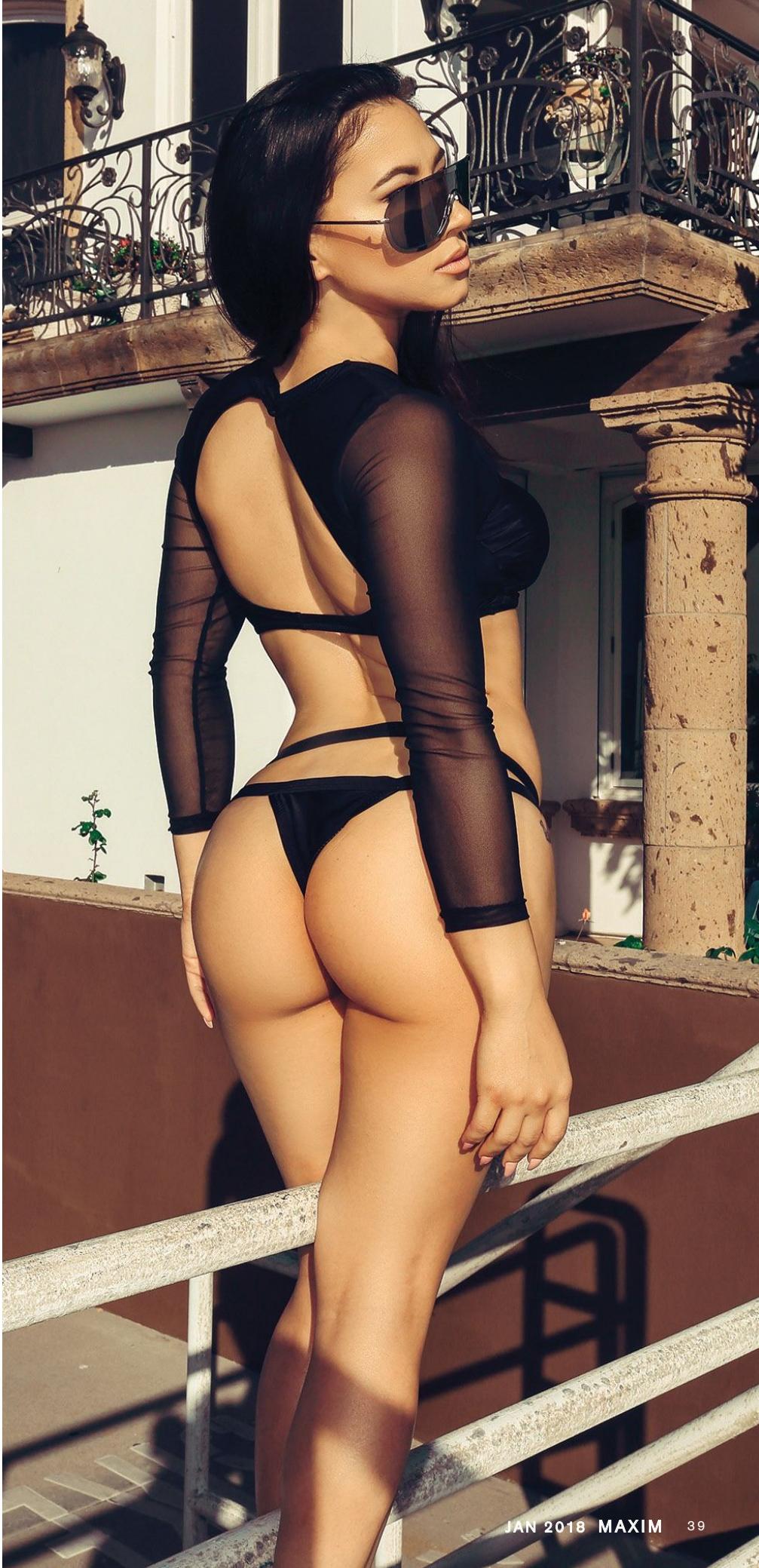
Girl Crush

I would have to say Kylie Jenner and then Demi Lovato - she's my doppelganger so I would totally make out with her.

First boyfriend

I was never allowed to date in high school, it wasn't till I hit 17 and graduated that I began to play the game - and needless to say, I went hard.

Follow her on Instagram @emilyguglielmo and Facebook - The American Mermaid and Emily Guglielmo.



PULL YOUR WEIGHT

The name itself is a bit of a tongue twister, and the exercises are too. Becoming familiar with calisthenics, as a core style of training, will only benefit your all-round physique.

Text by TASHA PIENAAR





FITNESS

The beauty of this type of training is that you don't need a gym or weights to do it. This is the no-excuse, no-nonsense type of training. Calisthenics is a form of exercise where you use the weight of your own body to build muscle.

A common misconception with calisthenics is that if you don't use weights for your training you will not gain any strength, and this couldn't be further from the truth. Ask your nearest body builder if he can do a human flag and he will probably look at you like you are crazy. Proper calisthenics training will promote the growth of lean muscle mass, and increase your strength, mobility, flexibility, agility, and endurance. Proper strength training via weight lifting routine will promote the growth of muscle mass and strength.

WORKOUT

LEGS

When you train your legs using only bodyweight, they get strong. And it's not from external resistance, but rather from manipulating gravity and doing complete movement patterns.

- Squats > Go all the way to the ground! Your foot placement is key here, and depending on which part of your thigh you want to target, you will move your feet into that position.
- Glute/Ham Raise > This one needs proper explaining. Get someone to hold onto your heels while you lie face down on a mat. Lift yourself up using your glutes and hamstrings only - all while maintaining a plank position.

CHEST

- Push Ups > Using different hand placements will target different muscle groups. Use a wide placement - just beyond your shoulders - to target your chest.
- Chest Dips > Using the dip machine (or just two fixed poles that are parallel to the ground) lower yourself between the poles and lean forward to target your pecs.

BACK

- Chin Ups > This is one of the best mass builders for the back. It develops the lats

well, more so than most exercises, and can really build a nice back. Find a place where you can do these safely that is sturdy.

- Underhand Chin Ups > This is the same exercise just with a different grip. Most feel more comfortable doing the underhand grip. You will be able to lift more when you do these, so use resistance if needed.

DELTS

- Upside-down Shoulder Press

Stand up against a wall and do a handstand, but have someone spot you when you do this. Then bend your arms to a 90 degree angle or until your head touches the ground.

BICEPS

- Pull Ups > These will not only hit the lats, but also the biceps. If your aim here is to isolate the biceps, really feel the biceps doing all the work, and imagine you are curling your body up, instead of pulling. Use a shoulder width grip.

TRICEPS

- Bench Dips > Place your palms flat on a bench while you are seated on it. Lift your hips off while leaving your palms on the bench and shift forward. Dip your body weight down until your forearms reach a 90-degree angle to your upper arms.

Frank Medrano is a calisthenics genius. Some of his YouTube videos will have you speechless. He is a coach for this style of training - check out his website.

"I first got into calisthenics when I jumped onto a pull up one day and decided to try out a few bodyweight exercises. I loved the feeling I got from pulling myself up. I felt an amazing rush of inner strength and that got me hooked onto building my physique through calisthenics ever since. I fell in love with the feeling of true strength and agility through core and functional body weight exercises because it carried over into my everyday life. It gave me control of my mind and body and ultimately gave me the strength to master and dominate anything I wished to accomplish. With strength, confidence and perseverance I figured out ways of training that pushed me towards superhuman abilities."





COVER GIRL



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M A X I M

A F R I C A

CHARLOTTE WITHROW

A gorgeous bombshell, successful businesswoman and lover of the sea. This stunner is nothing short of a powerhouse and will stop at nothing to achieve her goals!

Photography by ARTHUR ST. JOHN

Text by SAMANTHA JACK

COVER GIRL



Where does the name Cupcake Blondy come from?

A friend of mine called me “cupcake” one day when I was being impatient about something, then another friend started calling me “blondy”. I put the two together and Cupcake Blondy was born.

Tell us a little bit about you.

I'm an independent, strong-willed, educated woman. I am a positive thinker, who doesn't allow negativity in my life. I'm definitely a girly girl. I love fashion and shopping, and will tell you all about it while on the water in a smoking hot bikini out fishing you! So yes, I've been a bit of a tom-boy all my life, all the while never losing that feminine side nor my sexy black cocktail dress and stilettos. I guess you can say I'm the best of both worlds. I'm also a businesswoman and problem solver. I have owned five successful clothing boutiques.

What are some of your favourite movies?

The Thomas Crown Affair, Suicide Squad, Gone in 60 Seconds, Taken, Fool's Gold and Basic Instinct.

Who are some of your favourite music artists?

Maroon 5, French Montana, Taylor Swift, DNCE, The Revivalists and Chainsmokers.

Who are some of your favourite actors?

Ryan Reynolds, Margot Robbie, Pierce Brosnan, Zac Efron and Charlize Theron.

What's your favourite colour?

Turquoise/sea-green/mint.

Favourite vacation spots?

Cozumel, Roatán, Kruger National Park, Fiji and New York.

What are some of your favourite hobbies?

Scuba diving, wakeboarding, travelling, hot yoga, bass and deep-sea fishing, horseback riding, concerts and dancing.

Tell us something about you not too many people know.

I'm a master diver with over 200 dives on my résumé.

Do you work out?

I love the satisfaction of a hard workout. I enjoy hot yoga in a 54°C room as well as kickboxing and lifting weights.

Tell us something about you on a more personal level.

I am a mother of three teenagers: 15, 16 and 17.

What are your goals in life?

The most important goal I have is to raise my children in a way that they know their strengths and understand how important it is to be a good person and contribute to society. Someday I will own an apartment in New York with a view of Central Park and a home on an exotic tropical island.

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COVER GIRL





STEPPING OUT

One man can never have too many blazers. In a suit or over a T, keep it stylish with this staple extra layer.

By CHARELLE JOHNSON Photography by KIRSTEN HO Grooming by ALEXIA CHARILOU

Opposite Page: *Jacket: ZARA R1 799;
Shirt: ZARA R629;
Tie: ZARA R429;
Waistcoat: ZARA R899;
Pants: ZARA R899 .*

Jacket: ZARA R899;
T-shirt: MR PRICE R49;
Shoes: FILLING PIECES at HYDRAULICs R4790;
Jeans: COTTON ON R649.





Jacket: ZARA R1 099;
T-shirt: MR PRICE R49,
Jeans: COTTON ON: R599 .

Sunglasses: PRADA at WATCH
REPUBLIC R5 890.





Jacket: ZARA R1 099;
White T-Shirt: MR PRICE R49;
Blue T-shirt: LE COQ SPORTIF R449;
Jeans: COTTON ON R599;
Trainers: SUPERDRY R1 849.

ROAD TEST



THE SPORTS TOURER

At first glance one would just say that KTM slapped a screen and new kit on the current KTM 1290 Superduke R, and as much as that might work it's definitely not the case here.

The GT is actually a completely new bike from the ground up. If you didn't know these facts (or own a Superduke R like I do) and simply rode the GT while comparing it, you would instantly feel there have been some proper advancements here from KTM. These include engine power and delivery, suspension, quick shifter and electronics and more. Lets really get into the "more".

Looking at the GT for what it is first and foremost - a sports-tourer. To be honest, it's amazing as a sports-tourer. It just wants to be ridden hard. It is so capable, and it wheelies just as well and as easy as the 1290 Superduke R does. The engine has a new head design with intake port slit further upstream from the valves and modified chambers for improved combustion. New mapping, plain bearings, and timing for the 75-degree V-twin engine go a step further and are intended to reduce vibration and engine noise, thus allowing KTM to meet ever-restricting vehicle emissions standards, while at the same time helping the bike maintain huge horsepower numbers and a wider torque curve. Power output is 173 hp at 9,500 rpm and 106.2 pound-feet of torque at 6,750 rpm. This is a real high-performance 1,301cc engine. The rest of the additions and tech upgrades to the suspension (smart electronic suspension), traction control, quick shifter, combined ABS braking, motorcycle stability control module, motor slip regulator, hill hold control, tyre pressure monitoring

system and cruise control make this bike truly advanced and cutting edge.

I want to applaud KTM for fitting a quick shifter as standard - it is a little "snatchy" though if you aren't hard on the throttle, but that means you must ride hard and it will work. This all is still better than not having a quick shifter at all, like many of the bikes I have reviewed lately that I just feel should have had one. It's that day and age where manufacturers have to take into account important riders wants - like a quick shifter - and make sure they don't get left behind by not adding one. This type of attention from KTM makes me excited for the evolution in some of their other motorcycle models to come.

Yes, it has mental performance and can be ridden insanely, but with touring in mind. If you want to get on this bike alone or with someone and head off for days and travel the country, well you are more than sorted. Everything has been thought of with that in mind. Rider and passenger comfort, from different ride modes and suspension that adjust to those ride modes, and even ride styles and road surfaces. If while touring you hit some cold weather it's no problem - heated grips are standard and heated seats both front and rear are optional. The screen is one hand adjustable, and so are all the on-board electronics and features. The rear seat optional bags aren't the biggest in bike touring history, but they will hold your necessities. For the rest, get a backpack. The 23-litre fuel tank is going to give you that extra travel range and the comfort of the seats and ride itself are going let you clock in those extra kilometres.

If ever there was a bike that ticks all the right boxes for its purpose, then the GT scores high. KTM have obviously taken all possible wants and needs of the sports-tourer rider into account and then given them what they want. The electronic features that have been added take rider safety to a whole new level. That being said, if you do want to be a crazy person on your back wheel from every robot you can, you just need to turn traction control off, which as a small gripe, they could have made easier than it is.

Personally, I don't do sports touring rides, and even though this style and look of bike isn't my immediate attraction (the engine underneath it all definitely is though) I can completely appreciate the attention to detail and function KTM have put in. What I can really appreciate though is the way this bike rides and performs because I own a 1290 Superduke R and I know its workings. The GT has made some substantial leaps forward in tech and ride-ability. I can go on like a hooligan on this GT, never go touring and still be totally happy. Actually, lets just rename our daily commute "a tour" and all of a sudden I have an excuse to get one. ■

i GT



A touring optional extra is KTM's luggage cases.



Brembo brakes and the smart electronic suspension are standard.

**"IT JUST WANTS TO
BE RIDDEN HARD.
IT IS SO CAPABLE,
AND IT WHEELIES
JUST AS WELL AND
AS EASY AS THE
1290 SUPERDUKE R
DOES"**







MAXIM
SOUTH AFRICA

AMY VAUGHAN

This exotic looking southern stunner has killer looks, brains and muscle, and she has the ambition, goals and wins to back it all up!

Photography by RYAN DWYER

Booked by MAINSTREET PRODUCTIONS

Text by SAMANTHA JACK



B

orn in Panama, Amy was raised and resides near the banks of the muddy Red River in Shreveport, Louisiana. This crawfish eating, good time having, exotic-looking southern belle can grab a crowds' attention with her bronze tanned skin and long toned legs. With Korean heritage, this Louisiana native has it all.

About Amy

Amy's passion is modelling and fashion. When she's not on the runway you can find her getting down and dirty in the country, hunting, fishing, and horseback riding. She also has a black belt in karate and studies communications, watch out for this fireball! "The biggest adventure you can take is to live the life of your dreams."

Turn-ons

I love a man who's outdoorsy with a sense of humour. Someone down to earth who knows how to take a joke, put me in my place, and take a walk on the wild side. I'm a sucker for a God-fearing man who craves adventure but at the end of the day can cuddle up on the couch and watch a good movie.

Turn-offs

Clinginess, dishonesty, and a negative demeanour are definite turn-offs for me!

Girl crush

Kylie Jenner - I love her style, attitude, big heart, and how successful she is at a young age.

On her first boyfriend

He was my first love and I really don't think I'll find a love like that again, especially since it takes a special kind of person to even catch my attention.

To follow more of Amy's adventurous lifestyle follow her on Instagram @amyvaughanxoxo





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A LEAP OF FAITH

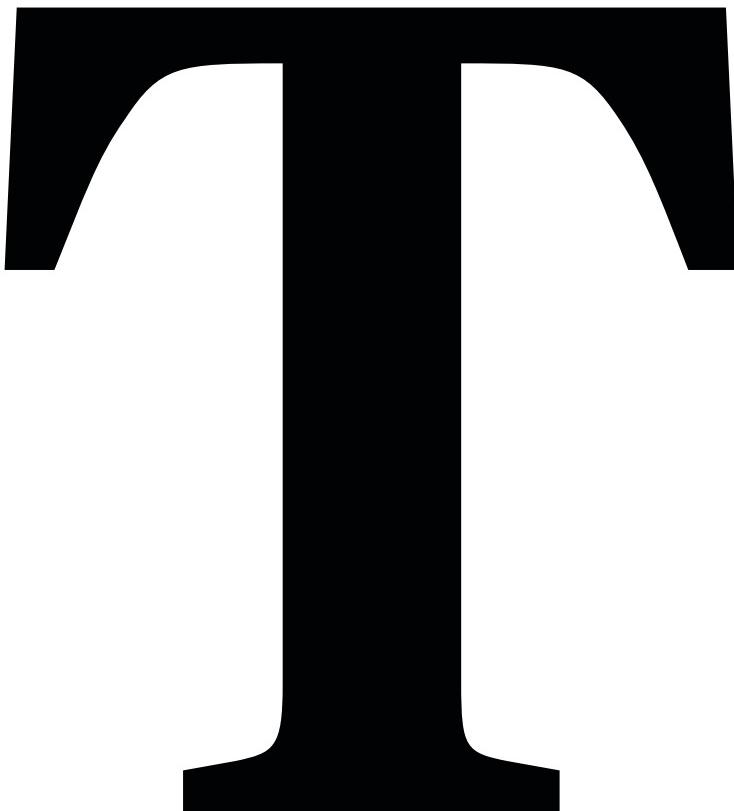


When three daredevils snuck into the new World Trade Center tower and jumped off, they were looking for adventure, excitement, and the freedom of flight. Instead, they may lose their freedom altogether.

*Text by DAVID KUSHNER
Photography by WILLIAMS + HIRAKAWA*



*BASE jumpers
Andrew Rossig, Jimmy Brady,
and Marko Markovich
couldn't resist the Freedom
Tower's call.*



THERE ARE PLENTY OF WAYS TO JUMP OFF a building; but, for Andrew Rossig, there was only one way to do it from the top of One World Trade Center.

Backflip.

It was 3 A.M. on September 30, 2013. Andrew, a wiry 33-year-old carpenter with dark, curly hair, puffed a Camel as he gazed 105 stories down from the roof. America's Lower Manhattan sparkled in a blanket of darkness far below.

"Thank the Lord that we made it here this far," he told the two guys standing beside him, "He's going to watch out for us. He likes drunks and stupid people."

Everything felt so peaceful up there, the air quiet and cool. As he leaned over the edge, Andrew could see that the usually backed up highway below barely had any cars. A river, to the left, flowed in a long ribbon of black. The tip of the famous Empire State Building glowed. Andrew had waited a lifetime for this moment, and now, all he had to do was jump.

He and his buddies, 32-year-old ironworker Jimmy Brady and 27-year-old skydiving instructor Marko Markovich, are BASE jumpers. Nicknamed from the four types of platforms from which to hurl oneself, building, antenna, span, and Earth, the sport is known as the world's deadliest for a reason. Adventure doesn't get more extreme than this. Compared to skydiving, BASE jumping gives you way less time to properly deploy a parachute, and there's also the risk of smashing against the object you're jumping from on the way down. No wonder the sport has its own online database of fatalities and is banned in most parks and cities.

"Certain people are designed in certain ways,"

says BASE-jumping legend Jeb Corliss, "There's a small group of people who just want to fly."

Andrew, Jimmy, and Marko thrived in this outlaw underworld. They had logged more than 1 000 jumps among them. But on this autumn night, they had chosen the riskiest BASE of all, and not just because it was 550 metres high. They were about to plunge from a majestic and significant tower called the Freedom Tower, a structure Jimmy himself had been working on for the past decade and had always imagined jumping off.

"It was a dream from day one," Jimmy says.

Now, the three friends had to survive not only the fall, but also the potential punishment to follow for having snuck into the biggest terrorist target in America. But at the moment, Andrew, who spent his days building movie sets, wasn't worried about any of that. He was finally living his ultimate fantasy.

The time had come to begin the countdown, "Three, two, one!" And then he flew backward into the night.

ANDREW WANTED TO JUMP OFF the World Trade Center long before the Twin Towers fell.

"I saw those buildings," Andrew says, "And it pushed me to be a BASE jumper." A scrappy only child from New York's Warwick in the USA, he'd been a thrill-seeker since he was a baby, his mother, Linda, recalls, flipping himself over his crib rail and bounding off his bike as it careened down the driveway.

"Amazingly, he's never been hurt," Linda says. He had been skydiving since he was 18, but

craved a greater thrill, and there seemed to be no greater rush than leaping from the World Trade Center.

He wouldn't be the first to do it. In 1975, a World Trade Center construction worker, Owen Quinn, hit national fame when he parachuted off the Twin Towers, and was charged with trespassing, reckless endangerment, and disorderly conduct. Though the Towers fell on September 11, 2001, that didn't end Andrew's dream.

Three years later, he snuck out with a buddy to a 300-metre transmitter tower for his first BASE jump. As he climbed the tower in the dead of the night, he went over the procedures in his mind, how to get air off a fixed object so that he'd clear any obstacles, when to deploy his chute, what kind of glide ratio he was facing. There was science to BASE jumping, using a laser range finder to determine the height of an object, dropping a rock from the top and counting the seconds until it hit the ground. But the moment he hit the air, he felt something spiritual, too.

"For me, it's just an acknowledgment to the universe that my time is not guaranteed here, and I'm going to live it the way I want to live it. And faith is an action, and belief is an action," Andrew says. After hundreds of jumps around the country, he knew religion when he found it. "Jumping," Andrew says, "That's my church."

It wasn't easy finding a place to worship in the city, which passed a misdemeanour law against parachuting off buildings more than 15 metres tall in 2008, after attempts at the Empire State Building. But last year, a friend introduced Andrew to someone who shared the same dream, Jimmy Brady.

The son of a sanitation worker on Long Island, Jimmy was a tough kid with a neck as thick as his accent. A high school track star, he dropped out of school to become an ironworker and spend his days scaling heights.

Like Andrew, Jimmy had been BASE jumping for years. Though he'd never leaped from a building, the prospect of tackling the infamous Freedom Tower felt like the ultimate challenge. "I thought about it every day," Jimmy says. So, when Andrew popped the question about the challenge, Jimmy didn't flinch. "Yeah," Jimmy later recalled, "I was cool with it."

WHEN JIMMY ASKED HIS OLD friend and fellow BASE jumper Marko if he, too, wanted to take on the Freedom Tower, Marko's palms broke into a sweat. For the skydiving instructor, it wasn't the height that was scary; it was the risk of getting



busted. "I didn't want to go to jail," Marko says, "I didn't think it was worth it." But in May 2013, the opportunity to jump off the tower grew more enticing, and Marko couldn't resist joining the team.

Before packing their gear, the three men had to do their research. This wasn't just about the jump; it was about breaking into the tallest building in their Hemisphere.

First, they had to make sure the weather would permit such a leap. Andrew had a reputation for being a stickler and calling off jumps if the wind was blowing more than 10 kilometres per hour. "I don't want to be left scraping up somebody's corpse, because they made a stupid decision," Andrew says. To get the most up-to-date reports on the city, he began making daily calls to the automated weather-observation systems in airports and cross-referencing them with weather websites. "As BASE jumpers and skydivers, we always watch the weather," he explains, "It's just like brushing your teeth." Winds were in the sweet spot between 5 and 8 kilometres per hour, and the conditions were calm and cool. All the team had to do was keep checking to make sure nothing changed.

Next, they had to assess the potential landing sites. According to their calculations, they would travel roughly one block (around 200 metres) if they deployed their parachutes after about six seconds of free-fall. Booting up the satellite view on Google Maps, they could see that their

options in terms of directions were limited. The only suitable direction was west, right onto one of the city's busiest routes. They had to make sure to go when traffic was at its lightest. How twisted would it be to survive the 105-story fall only to get run over by a cab? They would jump in the wee hours of a Monday morning.

The last thing they had to figure out was how to get into the tower. Construction sites, they knew from experience, often change as work progresses, and so do the potential points of entry. "A lot of building jumping is kind of free-form," Andrew says, "You make it up as you go."

Fences and large barriers surrounded the building, along with surveillance cameras craning down from every street corner. The city's police department was said to have more than 200 officers protecting the area, along with cops and security guards from elsewhere. But there seemed to be open spaces between the fence partitions here and there, and the building had no doors. Though the elevator was completed, they would take the stairs.

By the end of September, they had everything in place. When they searched the construction site, they found a tall barrier on the north side of the building with a gap between two parts of the fence, a gap just big enough for someone to squeeze through. Bingo. The weather forecast looked good, too. The time, at last, had come. Though Marko had been waffling, he made up his mind.

"Let's just go do it," he told Andrew and Jimmy, "As a team."

AT AROUND 10:30 P.M. ON September 29, Jimmy, Marko, and Andrew flipped the hoods of their matching black RAB jackets over their black helmets and walked, faces down, to the Freedom Tower. The three had met for pizza a couple of hours earlier and had hydrated with water, and they were now making the final approach.

Authorities believe a friend of Jimmy's, Kyle Hartwell, was also present as a lookout to check for cops and pedestrians, and to film the jump from below. The group had no intention of publicly releasing the video. Given the outlaw nature of the sport, they didn't do that for any BASE jumps. But they wanted to record the moment for themselves, and so they had GoPro cameras affixed to their helmets, too.

As they neared the fence, they kept their heads down, concealing their faces from the surveillance cameras. A few cops were milling around in the distance. As Marko began waffling yet again, Andrew and Jimmy ribbed him, half-jokingly. "Shut up," Andrew said, "Stop being a pussy." Privately, though, they shared his trepidation. They weren't idiots. They knew they were risking more than arrest...they were breaching the security of the World Trade Center

BASE-JUMPING MECCAS

THE WORLD'S PREEMINENT BASE JUMPER, JEB CORLISS, LISTS THE FIVE BEST PLACES TO FLY.



PERRINE BRIDGE

Twin Falls, Idaho, USA

"This is one of the main training zones for novice BASE jumpers. It's a 150-metre bridge over water with a great landing area, and it's 100 percent legal, year-round, without permits. You can jump it all you want, as much as you want. Period."



NEW RIVER GORGE

Fayetteville, West Virginia, USA

"This place is where they've done Bridge Day since 1980, which is when 150 000 to 300 000 spectators come and watch about 600 BASE jumpers leap off that bridge for a six-hour period once a year. It's the only national park that opens up for BASE jumpers annually and gives a permit."

site. If the men guarding it saw them, who knows how they might respond?

"We didn't know if cops would shoot us in the back when we landed," Jimmy says.

For all security knew, the three men might have been packing explosives.

"Is there going to be an overreaction to this if we do get caught?" Andrew thought, "Are they going to just go, 'Oh, my God, they're terrorists'?"

If there was one thing that pushed the men through their fears, it was the jump. They wanted more than anything to complete it, and they weren't about to turn back now.

"We made a decision to go ahead with something, and we felt good about it," Jimmy says, "And that was it. That's a powerful thing; that's how bad we wanted to do this."

They waited in the pedestrian walkway near the fence, as people passed in both directions. Andrew bent down to tie his shoe. Marko rifled through his backpack. Jimmy pretended he was taking a piss. And then, in a flash, they slipped through the gap. They quickly took cover behind a construction trailer, scoping the area for guards. The only ones in sight were huddled in the security booth on the corner. "It's fucked up," Marko whispered to the others, "We could have walked in here with bombs and taken the building down tonight."

On three, they sprinted the 6 metres to the stairwell at the base of the building and, just like that, they were in.

One by one, they dashed up the steps, SWAT team-style, each taking a turn running up a flight, peeking around the corner, then signalling to the others to follow. Twenty minutes later, they were on the roof, gazing upon the most outlawed vista in America. The city sparkled below. They sat in silence, the red dots from the GoPro cameras flickering in the darkness. "We were just sitting there

on the edge," Marko says, "Taking it all in."

After a few blissful hours, though, he found something new to worry about. Around 2 A.M., as he was getting ready to jump, Marko pulled the rig out of his bag and examined the pilot chute, the one that pulls the main chute out during a jump. That's when he noticed the gash. The nylon must have ripped on the fence as he was bolting through the gap. He could still make the jump, but he would have to quickly deploy his main chute by hand, cutting into the free-fall time he had assigned himself. The sudden change of plans brought back all his anxiety. As he leaned over the edge, the fear hit him like a bolt of lightning.

But the time had come. Andrew said God was watching over them. Marko quoted a favourite line from *Talladega Nights*, "Thank you, baby Jesus." They exchanged bro hugs. "Well," Marko went on, "Hopefully we won't be in the fucking Fifth Precinct tonight with a fucking felony charge." He looked down at the distant highway below and exhaled deeply. "This is some fucking shit right here," he said, puffing again, "Oh, man. Fuck me."

"Go ahead, man," Jimmy said, "You got this."

"This is so fucked," Marko replied, staring down at the pavement until, at last, he got the nerve to leap. "Fuck it," he said, "Three, two, one!" And he jumped. Almost instantly, he tossed out his chute, which puffed open with air. He drifted down as the wind rustled around him, glancing back at the radiant tower he'd left behind. Floating over the highway, he fearfully scanned for cops.

Andrew and Jimmy felt relief the moment they saw Marko's chute open. "Beautiful," Andrew said. About 10 seconds later, it was Jimmy's turn.

"You ready?" Andrew asked.

"Yep. Have a good one, brother."

"You too, man."

Jimmy sprinted for the edge and went airborne. As he dropped, the illuminated tower raced along at his feet as if he were surfing on

a ribbon of lights. He deployed his chute. For a flash, he could see Andrew drifting alongside him. Andrew felt a completeness he'd never experienced before. More than a thrill, jumping the Freedom Tower felt like the greatest quest of all.

"T" URN ON THE TV."

It was Monday morning, mere hours after the jump, and Andrew was telling his mom, who lived with him, to check out the news. "At 3:07 this morning, two individuals apparently parachuted to the front of the Goldman Sachs building," Police Commissioner Ray Kelly told the press. Security cameras had captured their descent, but not their launch point.

"We're not 100 percent sure of the location, if they came out of an aircraft," Kelly went on, "But they were seen walking away with the parachutes. What they came out of, we don't know. They were wearing black suits and helmets, and they are believed to be men."

Andrew's mother already knew her son was one of them. He had not only spoken about jumping from the tower for years, but he'd also told her he'd succeeded when he'd returned home a few hours before. "We just sat around the kitchen giggling," she recalls. She had long since stopped trying to talk her son out of his pastime, because she knew he wouldn't listen to her anyway. And because she had come to think it was pretty cool.

But while Andrew tried to keep calm, Marko got a knock on his door. It was a detective from the NYPD (New York City Police Department). The guy must have come to him, he guessed, because he'd recently been busted jumping off a building uptown. According to court documents, Marko denied being one of the Freedom Tower jumpers. "I was not in New York City when the jump occurred," he stated, "I don't know



KJERAG MOUNTAIN

Rogaland, Norway

"Since the mid '90s, jumpers started making the trek to that region of the world. It's a 900-metre cliff at the end of a fjord. This is a training ground for people who are doing their first big cliff. It's a little bit more dangerous."



LAUTERBRUNNEN

Switzerland

"You actually need some skill and training to go to this place. It has come to be a training ground for intermediate jumpers who like jumping off cliffs between 360 and 480 metres, with big, giant grassy landing areas. There's tens of thousands of jumps done there every year."



WORLD WINGSUIT LEAGUE

Hunan Province, China

"This is for the advanced jumpers who've become really proficient and who've learned to fly wingsuits. It's in a mountainous region of China that is absolutely beautiful. The 26 greatest wingsuit pilots in the world compete to see who is the fastest. It's like Formula 1 in the sky."

anything about the jump."

"I was just being a smart-ass to them for an hour," he later said, "I didn't really give them anything."

Jimmy? He was back at work within hours of the jump, standing on the Freedom Tower's roof, trying to soak in what he'd done. "It was out of this world," he says.

And that, it seemed, was that.

Life resumed its course, work, home, a little BASE jumping outside the city. But then Andrew was on his way to a carpentry job on February 17 when his mom called. "There are detectives at the front door," she told him, "And they have a warrant."

"Well," he replied, "I guess you'd better let them in." He came home to find eight officers and four state troopers inside. "Why don't you just tell us what's going on and make it easier on yourself?" one said.

"I'm going to call my attorney," he replied, "That's my answer."

On that same day, the authorities served search warrants to Marko and Jimmy (who, like Marko, denied involvement) and left with their computers.

But with the story not yet public, the three men and their lawyers couldn't help but wonder why the city would want to call attention to the fact that the biggest terrorist target in America could be so easily breached? So easily, it turned out, that even a 16-year-old boy could do it. On March 16 at 4 A.M., Justin Casquejo slipped through another opening in the fence around the Freedom Tower, climbed the scaffolding, and took the elevator to the 88th floor. He had no connection to Andrew, Marko, or Jimmy. He took the steps the rest of the way, slipping past a snoozing guard to the roof, and shimmied to the top of the antenna. He soaked up the view of the most killer sunrise in town, only to be caught on the way out. As news of the daredevil boy hit the press, the public reacted with outrage over

the vulnerability of the Freedom Tower. The boy faced misdemeanour trespassing charges. If the city was willing to make an example of him, just imagine what it might do to three grown men.

According to Corliss, jumpers have a long, distinguished history in New York City. "The Statue of Liberty was BASE-jumped in, like, 1912, and people didn't arrest the guy, they applauded," he says, "Times sure have changed."

When the cops found the GoPro footage on the BASE jumpers' computers, they weren't amused. On March 24, on the advice of their lawyers, Andrew, Marko, and Jimmy went back downtown, this time to turn themselves in. "These arrests should send a message to anyone thinking about misusing a landmark this way," New York's police commissioner, William Bratton, said, "Being a thrill-seeker does not give you immunity from the law."

W"WHERE WE GOING?" THE CAB driver asks.

"Freedom Tower," Andrew replies.

One month after the arrests, Andrew, Marko, Jimmy, and I are heading to the scene of the crime.

The three haven't returned to the site together since the morning they jumped, but in keeping with their decision to share their full story with me for the first time, they've agreed to take a trip down memory lane.

Charged with burglary, reckless endangerment, and jumping from a structure, they face up to seven years in prison (along with Hartwell, whose lawyers did not return calls for this story). Though it's not uncommon for BASE jumpers to get arrested, a sentence that severe would be unprecedented. When Corliss got busted trying to leap off the Empire State Building in 2006, he ended up with a few years' probation and 100 hours of community service.

Already, Andrew, Marko, and Jimmy have

become the most notorious BASE jumpers in the world. The videos of their feat, which they decided to release on YouTube, have racked up more than three million views and summoned calls from Hollywood filmmakers. The clips are, in fact, helping to raise money for the trio's defence. In addition, they're fuelling a heated debate over what the local news has lambasted as the "glaring security breach" of the site.

Among those who have voiced their concern is the leadership of the 9/11 Parents and Families of Firefighters and WTC Victims, who have come to the jumpers' support.

"If these men were able to easily slip through a hole in the fence and encounter no security," the group's vice chair, Sally Regenhard, wrote to the New York Supreme Court judge, "Then there is a huge problem at the WTC site, and no lessons were learned from the nearly 3 000 people who perished on 9/11, including our heroic sons. They should not be made scapegoats and, in our opinion, should be treated leniently."

Whether the courts agree remains to be seen. Some in the BASE-jumping community fear the three men will pay a steep price, because of the intense interest the case has generated. The jumpers, for their part, have pleaded not guilty.

Despite promises by the city, it looks like the security at the Freedom Tower hasn't improved much, although it was recently announced that the same firm that guards New York's airports will now patrol the site. Still, when we arrive at the building, we find yet another gap between the fences.

"If we wanted to, we could get in there right now," Andrew says, as he takes a drag on a cigarette and shakes his head in disbelief.

If anything, he seems frustrated that he can't take another run at the leap.

"To me, BASE jumping is a celebration of life and a celebration of freedom," he says, gazing up at the tower, "I wish I could go again, during the day, and just watch it as I'm coming down." ■



RAFAELA SALVADORI

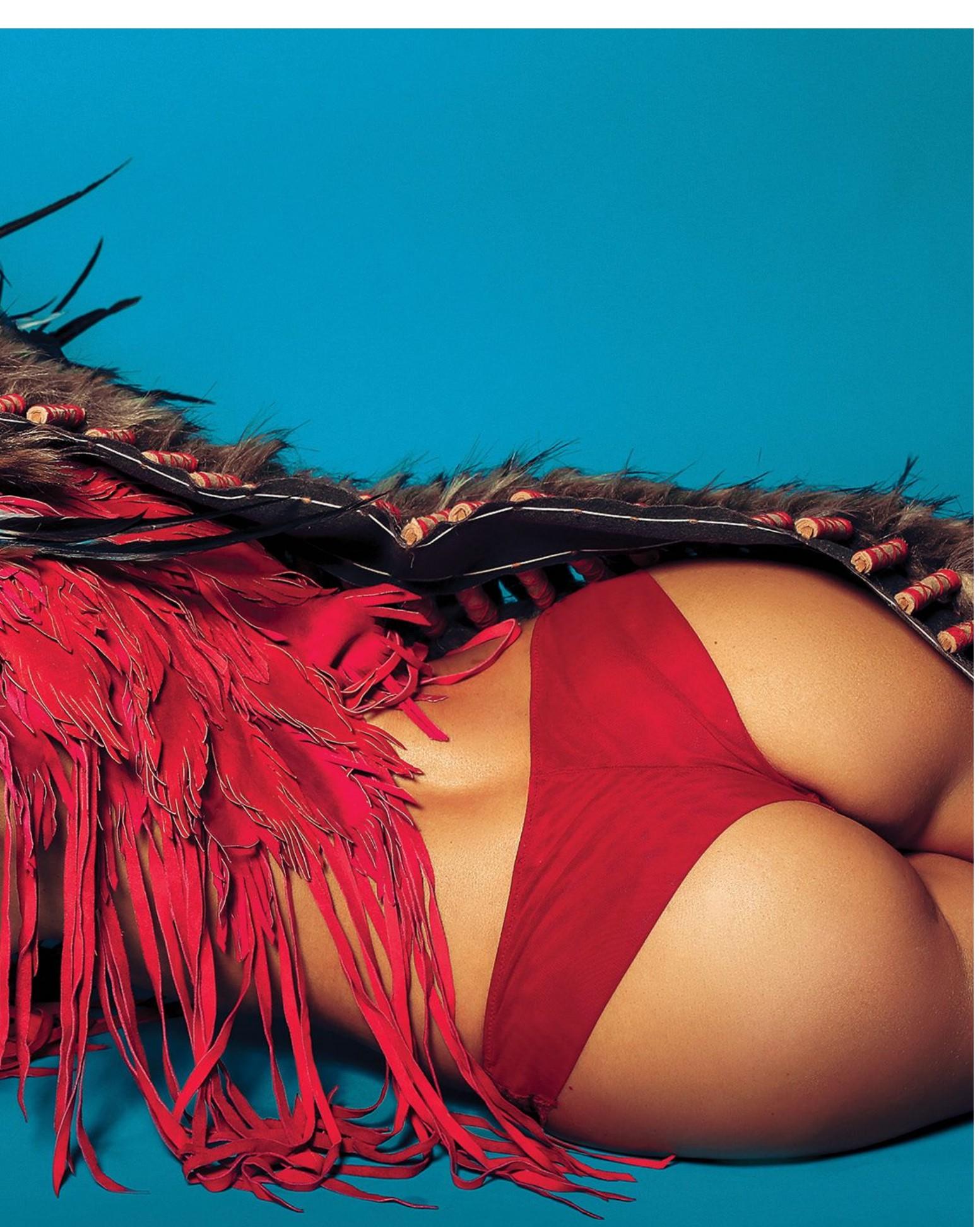
The Femme fatale that brings the magic of beauty, nature, and passion. This gorgeous Italian-Brazilian bombshell is set to blow minds and bring joy and love to all.

Photography by RYAN DWYER

Produced by MAINSTREET PRODUCTIONS

Text by SAMANTHA JACK

MAXIM
SOUTH AFRICA





MAXIM
SOUTH AFRICA

A photograph showing a woman's legs and feet resting on a sandy beach. In the background, a long wooden pier extends into the ocean under a cloudy sky. The water reflects the light from the sky.

Rafaela Salvadori is orgasmic. She believes her life purpose it to share her divine light and do magic for herself and others. She is the embodiment of the divine feminine and mother nature. Sensitive and receptive to whatever life brings, the good and the bad, the angel and the devil; she sees beauty everywhere. Femme fatale with a foreign flair and a beautiful heart, she has the courage to pursue acting in full time, her talent is fire, passion, playfulness, boldness, determination, spontaneity and pleasure.

Her eagle spirit has gone from Brazil to Paris, where she took a business Master's degree at Sorbonne, and then NY and LA, where she swings residency as a powerful actress. Unstoppable, she also has a background in foreign affairs, fashion, business, as a yoga teacher and dancer. Italian-Brazilian, she speaks Portuguese, Italian, French and English fluent.

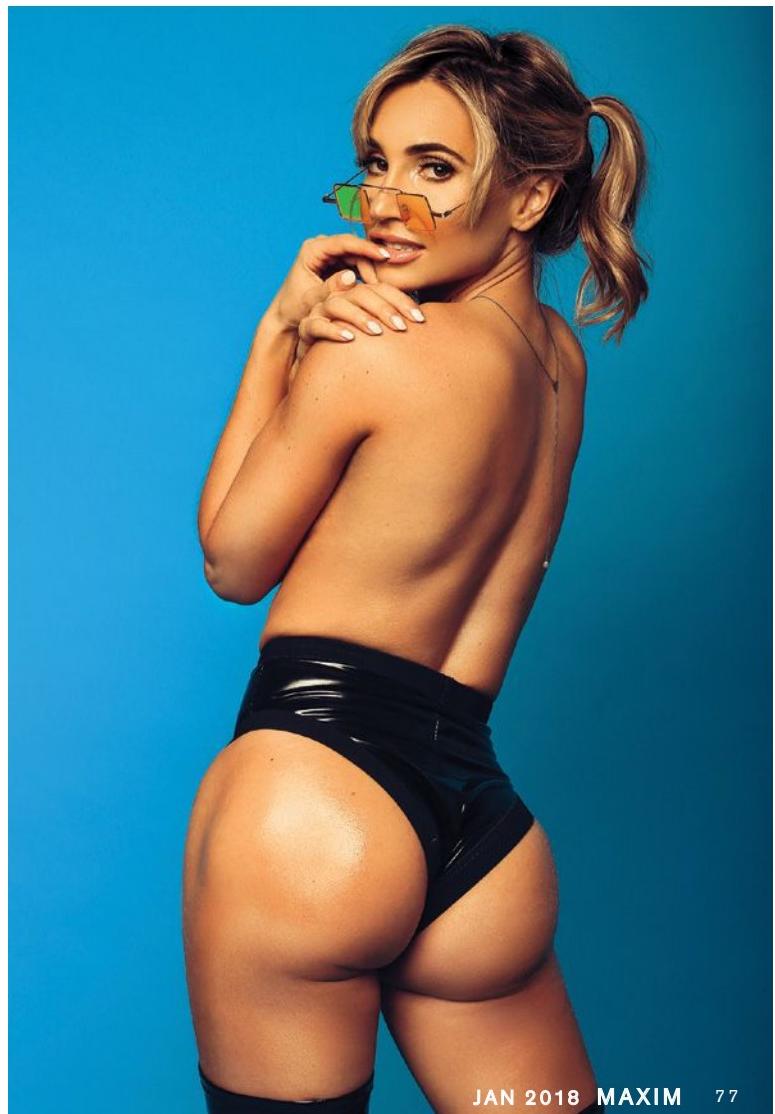
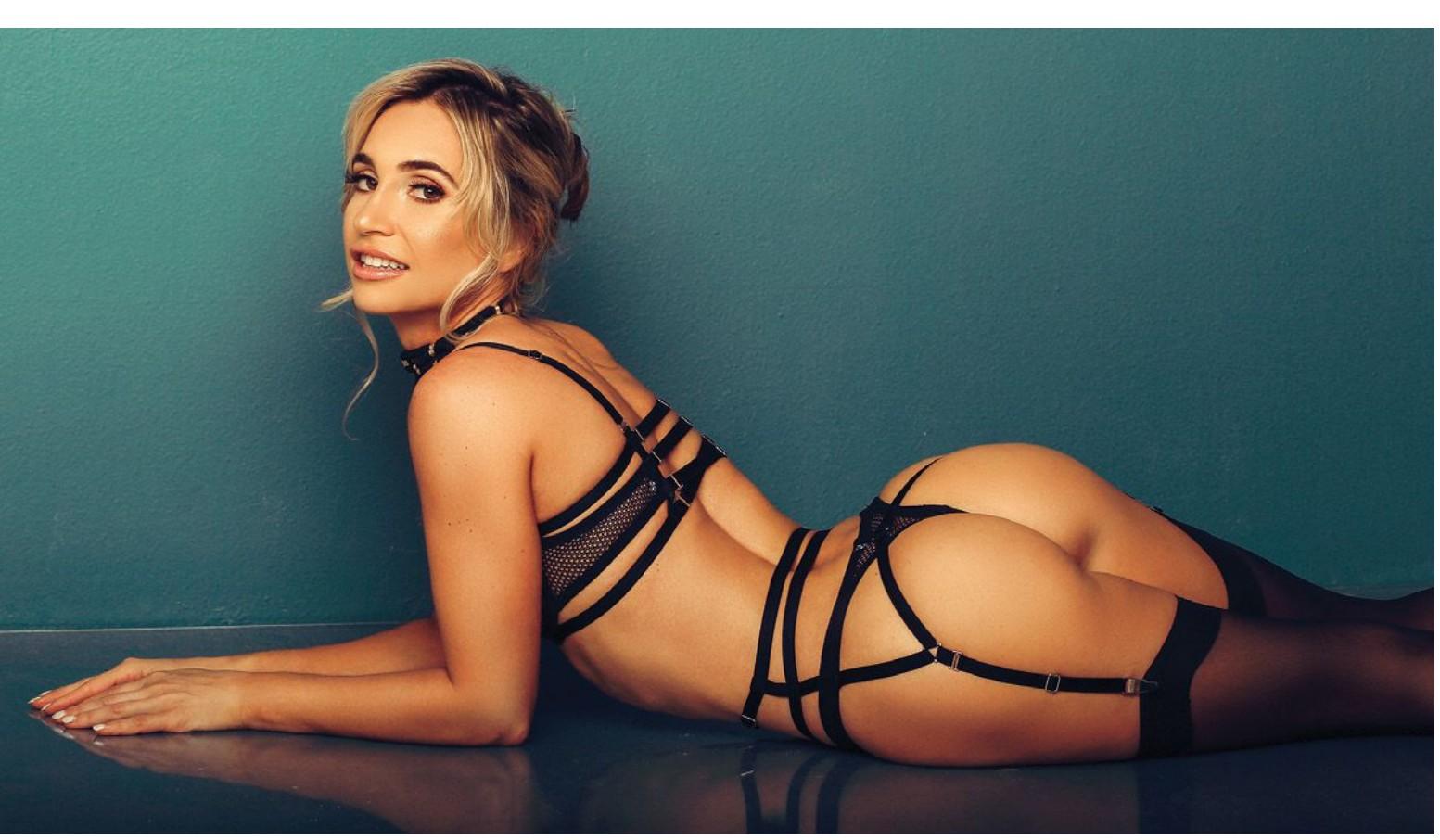
She enjoys dancing, shamanism, healing, meditating, travelling, being in nature, massages, hot chocolate, and... her cat Hermes Tristan, named after the Greek god of magic Hermes and Tristan of the Tristan and Isolde legend. And good luck getting along with him!

She loves the sacred and wishes to find her soulmate, someone who is a hot magnetic mirror of herself, who shares her values of passion, growth, truth, contribution, variety, fun, adventure, gratitude, and above all... love and compassion.

She is all natural and real, and is for sure, blessed.



MAXIM
SOUTH AFRICA



CEO OF THE FUTURE

Elon Musk, the visionary founder of Tesla and SpaceX, is about to change life as we know it on earth — and beyond

Text by BILL Saporito

There are no small mistakes when you're in the business of launching rockets. One mechanical glitch, one wrong computer input and your exquisitely crafted, R813 million engineering marvel becomes a highly unsatisfying fireworks display. Yet on the afternoon of September 28, 2008, as SpaceX's Falcon 1 rocket sat on the pad at Kwajalein Atoll in the Pacific, the risks extended well beyond the impending launch itself. Elon Musk had boldly - foolishly, some of his own friends thought - sunk much of his Internet fortune into a commercial space company, which from an entrepreneurial perspective has a degree of difficulty right up there with nuclear fusion. Now, after three consecutive RUDs (as in "rapid, unscheduled disassembly"), Musk was almost out of money. And he was certainly out of rockets. A fourth disaster would not only doom SpaceX but would likely take out Tesla, the electric car company Musk had also started. Tesla shared technology and overhead, not to mention Musk himself, with SpaceX and was haemorrhaging money.

As Falcon 1 roared off amid the palm trees of "Kwaj," a parallel roar of jubilation

and relief emanated from SpaceX's HQ in Hawthorne, California. Minutes after the flawless ascent to orbit, an emotional Musk turned to his rocketeers and said, "That was freakin' awesome." The successful mission would realise SpaceX's strategy of utilising low-cost, reusable rockets to launch satellites, deliver space cargo and ultimately carry humans to Mars. "There were a lot of people who thought we couldn't do it. A lot, actually," he told his employees. "But as the saying goes, the fourth time's the charm, right?"

By late December of that year, just before Christmas, NASA was on the line telling Musk that SpaceX had won its R22 billion contract to resupply the International Space Station. "I couldn't even hold the phone. I just blurted out, 'I love you guys!'" he told *60 Minutes*. And it wasn't his only Christmas present. That month, Tesla had run down its cash so low that making the next payroll was doubtful - until a last-gasp infusion of investor money on Christmas Eve kept the company solvent. Before the Christmas Miracle, Musk thought he might be on the verge of a nervous breakdown.

Today, Tesla is on the verge of an enormous breakthrough. The introduction of Tesla's Model 3 has been a triumphant, iPhone-level event, with buyers queuing for the privilege of purchasing the R474,000 electric vehicle two years in advance. The Model 3 is the culmination of Tesla Motors' "Secret Master Plan," one that Musk conspicuously posted on the company's website in 2006. The idea was to first build the high-priced, R1,5 million Roadster to prove the EV concept and finance the development of a family sedan, which became

the Tesla Model S (R950,000) - the best-reviewed car in the history of the auto industry. (In "Ludicrous" mode, it's now capable of doing zero to 60 in 2.8 seconds, which Musk describes as "faster than falling," and is quicker than most Porsches, Ferraris and Lamborghinis.) The Model S would then produce the funds for the lower-priced vehicle. In between, though, in 2015, Tesla announced the otherworldly, falcon-winged Model X SUV before it got to the Model 3, "so it's a four-part trilogy," Musk joked at the Model 3's introduction this spring.

Jokes aside, Tesla has re-created the electric car, and to some degree the auto industry itself, by producing stylish, high-performance EVs without much help from Detroit, Tokyo or Stuttgart. Fanboys flock to his press conferences, and comparisons with Steve Jobs are not out of line. Tesla has taken in more than 400,000 orders for the Model 3, worth some R190 billion. The biggest challenge Tesla now faces isn't selling the Model 3, it's making enough of them. That's known as a high-class problem.

Everything in Musk's universe appears to be functioning optimally. In April, SpaceX stuck the ocean drone-ship landing of its reusable Falcon 9 rocket - think of a 12-story building parking itself upright on a floating door-mat - which will be launching billions' worth of satellites and space station shuttles for NASA, the International Space Station and other clients. "It's another step toward the







stars," he said after the landing. And far away from the stars, in the desert near Reno, Nevada, Tesla's Gigafactory will soon double the world's manufacturing capacity of lithium-ion batteries while increasing their efficiency and lowering cost. The Gigafactory will be churning out battery packs Musk says will make electric vehicles universally popular, reduce global warming and deliver cheap power to the poorest parts of the world. "It's about a fundamental transformation of how the world works, about how energy is delivered across earth," he said at the introduction of Tesla's Powerwall home energy storage system last year. The initial goal: create a giant, distributed-energy utility across the United States to replace coal-burning power plants. He declined to patent the production technology, egging on other companies to use it to build more capacity.

Musk, 45, is a physicist and economist by training, and a jet pilot, self-taught rocket scientist and automotive and battery designer by avocation. His earliest success came as a transplanted South African (via Canada) code genie. He was one of the forces behind the formation of PayPal, a group that included Max Levchin, Peter Thiel, Reid Hoffman and others in the PayPal Mafia who would create Internet dynasties of their own - the ultimate overachievers club. Unlike them, Musk wanted to move beyond

Silicon Valley's code culture to create physical products tied to space, energy and transport, and with a greater sense of responsibility to humankind. It's one of the reasons he formed SolarCity, a renewable-energy provider, and also what led him to post a white paper in 2013 on something called the Hyperloop. Born out of his frustration with California's costly and slow proposal for high-speed rail between San Francisco and Los Angeles, the idea seemed outlandish at first: a pod-like vehicle that floats in a nearly frictionless tube constructed between the two cities that would speed you along at 1210 km per hour - and cost billions less than the existing plan. The Hyperloop capsule would hover over magnetic accelerators strung along the length of the tube, using a solar-powered motor for propulsion. Perhaps unsurprisingly, the physics have now been proven by one of several companies hotly pursuing the project, and Musk, too busy to run yet another start up, set his idea free to let others develop it.

What makes him remarkable is not that he believes that our carbon-based, CO₂-spewing society is doomed. It's that he's dead certain he can do something about it. "The goal of Tesla and SolarCity is to minimise the existential threat of a delayed transition to a sustainable-energy economy," he says.

SolarCity addresses energy supply, Tesla addresses energy consumption, and

SpaceX is a sort of planetary insurance policy if Musk can't save earthlings from their own destructive behaviours. "The purpose of SpaceX is to help make humanity multi-planetary. If life as we know it is multi-planetary, then the probable length of existence of human civilisation is much greater," he said after a recent rocket launch. No wonder Musk became the model for Iron Man in the eyes of actor Robert Downey Jr. Why be a mere money changer at PayPal when you can be an intergalactic force? Trying to rescue the planet can be remunerative, too. Musk is worth about R135 billion, the majority of it tied to his Tesla stock. He takes next to nothing in salary.

He may have been born brilliant and eccentric, but Elon Musk's upbringing certainly contributed to the oddball genius label he'd acquire - even from his mother. Musk was raised in Pretoria, South Africa, the youngest son of a cold, distant engineer father and vivacious, entrepreneurial mother named Maye, a fashion model and nutritionist. In a society that prized athleticism, Elon had zero. From the time he could read he became a data input device, absorbing every book within reach. According to a Bloomberg report, he overcame his fear of darkness by doing the math. "Dark just means the absence of photons in the visible wavelengths - 440 to 700 nanometers," he reasoned. "It's really silly to be afraid of a lack of photons." (Try

explaining that to your three-year-old.) As a child, he designed backyard rockets and explosives to amuse his siblings and cousins; at 10, he got a Commodore computer, and his programming ability soon outstripped that of most adults; at 12, he wrote the software for a computer game named Blastar and sold it for R6770. “I don’t think they realised I was 12,” he later recalled.

Elon, his brother, Kimbal (who later became a business partner), and sister, Tosca, were raised to be independent. At 17, he left South Africa for Canada, where his mother was born, and worked odd jobs while living with relatives. Maye and Kimbal would follow and the family made a home in Toronto, where Elon attended Queen’s University. He moved on to the University of Pennsylvania, earning degrees in both physics and economics, a rare and somewhat odd combination.

His pursuit of a Ph.D. in applied physics at Stanford would last a matter of days: Musk had already decided that universities delivered knowledge too slowly, and he had an idea that was turning into an itch. It was called Zip2. In 1995 the Internet was still an infant, but Musk realised that a tectonic shift was underway in publishing, from print to digital. He figured that local advertisers would buy space on the budding websites of local newspapers and developed Zip2 to do just that. He was way too early. Living hand to mouth, with brother Kimbal operating as sales chief, the pair hung on until print media companies finally began to see the light. That was enough to interest Compaq, which bought Zip2 for more than R4,1 million.

Musk already knew his next target - the stultified world of banking. “Money is low bandwidth. You don’t need some sort of big infrastructure improvement to do things with it,” he told an audience at Stanford in 2003.

He launched X.com with the idea of completely transforming banking. But the PayPal guys were doing likewise, and after

becoming quick and fierce rivals, the two companies eventually merged. Musk decamped to Los Angeles in 2002 and quickly began pursuing space exploration. The Hollywood setting suited both Musk and his wife, Justine, a woman he’d met and pursued at Queen’s University. She became a novelist, magazine writer and blogger, documenting their lives in the Hollywood-Silicon Valley circuit. (Musk flew himself back and forth weekly.) Their Silicon celebrity lifestyle was tragically halted when their first child died of Sudden Infant Death Syndrome in 2002. They would later become parents of twins and then triplets - all boys - but the marriage could not stand the strain of Musk’s relentless dedication to his companies. He filed for divorce in the spring of 2008. Justine would make it all public in *Marie Claire*, calling herself a “starter wife.”

In 2009, six weeks after divorcing Justine, he became engaged to English actress Talulah Riley, who became wife 2.0, and then also wife 2.1: The pair divorced in 2012, remarried and then filed for divorce again. Musk is a big fan of iterations, but apparently it works better



i Model 3

With a 340-kilometre range per charge and a base price of \$35,000 (even less when you take advantage of tax breaks), the mass-market, five-passenger sedan, which does zero to 100 kmph in under 6 seconds, has already received more than 400,000 pre-orders.



i Model X

Capable of an ungodly zero to 100 kmph in 3.2 seconds, it’s the fastest SUV in history — by far. The all-wheel-drive luxury EV comes with 400 kilometres of range and features like a medical-grade HEPA air filter and state-of-the-art Falcon Wing smart doors.





in manufacturing than in marriage.

Steering past potential business disasters to triumphant success is testimony to Musk's idiosyncratic management approach. He has been called a nano-manager, someone who can see things on a mind-blowingly deep level. It comes from his physics background. "My main training and mind-set is that of a physicist," he said. "So I tend to think of things in a physics framework, because I think that's the best framework for critical thinking and for evaluating technologies that are fundamental."

That background led him to believe that lithium-oxide batteries, which have a higher energy density than lead versions, could power a new era of electric vehicles. "The issue with existing batteries is that they suck," he says. "They're really horrible." Tesla's original co-founders, Marc Tarpenning and Martin Eberhard, had come to the same conclusion. Musk funded them and became chairman of the company, and then added a Li-ion battery pack he had also financed. Think of 10,000 triple-A batteries strung together

powering your car. "If you could combine large-enough numbers of lithium-ion cells into a single battery, you could provide not only adequate range for a car but also power capable of turning the humble electric car into an object of desire," he said at a TED talk.

Tesla owes a lot to SpaceX, where Musk was maniacally bent on lowering the cost of producing and launching a rocket, eventually cutting it down to R81 million dollars a pop. The nearest competitor charges R340 million. SpaceX's approach is something that Musk cites often: rapid reuse. If you could design a low-cost rocket that could be fired, release its payload, land and be turned around rapidly, you wouldn't have to reinvent the wheel (or the rocket), which is what NASA and large subcontractors such as Boeing have been doing for decades, at huge expense. "The cost to refuel our rocket, or reload - it's mostly [liquid] oxygen - is only about two to three hundred thousand dollars, but the rocket itself is R813 million. It's kind of like an aircraft. Aircraft are really expensive to construct and buy but not expensive to

refuel, relatively speaking," he explains. Rapid reusability can represent a hundredfold reduction in marginal cost.

That's why SpaceX is building a Spaceport in Texas, designed to launch, land and re-launch rockets as rapidly as LaGuardia does 757s. The idea is to make space flight as unexciting as driving to the mall. "We'll be successful, ironically, when it becomes boring," he said after Falcon 9's perfect touchdown. "When it's like, 'Oh yeah, another landing, OK, no news there' - that's actually when it will be successful." And by then you can expect Musk to be long gone, throwing billions at some other adventure. Maybe to Mars. To make the point a little more real, SpaceX just announced that it would fire its Dragon spaceship at Mars, with a landing scheduled as soon as 2018. Musk won't be a passenger, but he'll be presenting his plans for Martian colonization at the International Astronautical Conference in Mexico this fall. "I think it's going to sound pretty crazy," he says with his typical dose of self-deprecation. "So it should be at least entertaining." ■



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ROSBERG: MONACO'S SWEET DREAMS ARE MADE OF THIS

Nico Rosberg is unbelievably cool under pressure – tiptoeing through the media press conference with the skill of a trained assassin.

Incredibly light-footed, he dispatches each question which was specifically designed for maximum impact without even breaking a sweat. Questions about his Mercedes AMG PETRONAS Formula One team. About his relationship with teammate Lewis Hamilton. About his lead in the championship. About his future.

Nico is a professional. Like Formula One's equivalent to James Bond, he is smart, intelligent, calculated, ruthless at times, and currently the best in his field.

In fact, the comparison to Bond runs further. He loves classic cars and he owns an immaculate Mercedes Pagoda from 1970. He's fluent in five languages - German, English, French, Italian and Spanish. And he's a lifesaver; he doesn't like to brag about the last attribute (saving a small child from drowning in his home town of Monte Carlo), instead of lauding his hero-status, he told nobody about it out of respect for the child's parents.

This small incident says a lot about Nico, who could be working on F1 cars had he taken up an aeronautical engineering course at Imperial College London when he was a teenager. Maybe it is no surprise, then, that he handles questions about his lead in the Formula One world championship with such precision. Yes, he is currently topping the table, but the cool 31-year-old is remarkably level-headed and clearly not getting carried away by dreams of his maiden title.

"I don't really think about the past so much," he says. "I'm just in the now. It's not hard to keep your feet on the ground, you just need to look at reality, Lewis is still the same Lewis as last two years, so just as quick and just as difficult to beat. There's still a long, long way to go."

Maybe this is another skill - a poker face so as to befuddle his opponents but in fairness, Nico also has reason to remain quietly cautious. Lewis overturned his lead on three occasions to clinch the title in 2014. The Brit followed it up with another win in 2015. Yet since Lewis won the title in Austin last October, Nico has dominated the inter-team battle. Nevertheless, he is being cautious with his optimism as he knows Lewis is ready to capitalise on any slip-ups he makes.

"It is very easy to keep my feet on the ground, because I'm the one that sees it internally," he says. "Lewis is as focused and as determined as ever so he will of course bounce back as he's always done. This is the third year in a row that I hear people say this is my best chance of winning the championship. You are thinking of a life, you are asking me to think seven years down the road. I'm 31 now, still a young F1 age I would like to think. I don't think that way. I'm in a great situation, which I'm enjoying. I have an opportunity to win the races, winning is a massive thrill that I race for. And up against some awesome drivers; up against

Lewis, up against the red guys Kimi [Raikkonen] and [Sebastian] Vettel. It makes it all the more fun when I win races, especially in a straight battle. But it wouldn't be good for me to be thinking seven months down the road."

With seven wins in a row prior to the Spanish Grand Prix, Nico could be forgiven for thinking he's finally cracked it as a Formula One driver. His record now stands at over 18 wins and 49 podiums in over 190 races - making him the most successful Formula One driver of all time without a title. Yet he modestly accepts that while he is making progress as a driver, he knows he cannot be guaranteed the title until it is mathematically impossible to be caught.

"It's an on-going process but I'm still on my upwards slope," he says. "The last two years have been very valuable experiences, battling for race wins all the time, battling for the championship. I think I've made further progress this year. The first four races were in particular circumstances also, and for me they've gone very, very well and cleanly of course, and for my rivals they haven't. Experience is very, very valuable in this sport, that's the key thing, for doing one fast lap or doing a race well or doing a whole season well, and things like that."

He was given a timely reminder of just how quickly fortunes can turn around



last out in the Spanish Grand Prix. In echoes of the famous Ayrton Senna vs Alain Prost inter-team battle at McLaren, Lewis and Nico had a coming together after the third corner in Barcelona. Exciting, yes. Frustrating for the team, definitely. But then after both drivers were cleared of any wrong doing, credit should be given to the Mercedes AMG PETRONAS Formula

incorrect position. Lewis was closing in, so I decided to make a clear move to the right hand side as soon as possible, to close the door and show him that wasn't an option. I was very surprised that Lewis went for the inside anyway. The next thing I knew, we were in the gravel trap. I'm gutted, not just for myself but for the whole team, it's the worst feeling as a driver." Nico now has a

for a few weeks when he was born in Germany. He travelled through the famous tunnel on his way to school in the back of his mum's car each day - now he races along those very streets he used to dream about as a boy.

"My mum drove me through the tunnels to school so my route was the racetrack," he says with a smile. "My school was right



One team for allowing their two drivers to openly race each other.

"I had a great start and I was ecstatic after passing Lewis around the outside of turn one," said Nico after the race in Spain. "At that point, it was my race to win. I came out of turn three and realised I was down on power with the wrong mode selected due to the engine mode switch being in the

chance to recover from that unwelcome event when he competes in his home race around the streets of Monte Carlo.

The flagship event is the darling of the F1 calendar and was set to a beautiful backdrop of the multi-million pound yachts and casinos. But that glitz and glamour is lost on Nico, for he has lived in Monaco for the whole of his life - albeit

over the paddock a couple of floors up. It was the time when the mechanics had to push the cars up the hill to the top, so I couldn't concentrate on my lessons. I was just looking at the F1 cars down below - Hakkinen and Coulthard in the McLarens particularly. It was so fascinating to see the grand prix come to my city and now I have the chance to drive in it. That is spectacular."

Above: BARCELONA - FEBRUARY 20: Nico Rosberg of Mercedes AMG Petronas F1 team at Formula One Test Days at Catalunya circuit on February 20, 2015 in Barcelona, Spain.



Above: Petronas Mercedes Team Driver, Nico Rosberg of German during press conference in Petronas Formula One 2010 at Sepang circuit. April 4, 2010 in Sepang, Malaysia

Below: Nico Rosberg and Lewis Hamilton, pilots of the team Mercedes, are made a selfie in test Formula 1 in Circuito de Jerez on feb 01, 2015 in Jerez.



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Lewis Hamilton and Nico Rosberg at the
Formula One Grand Prix of Great Britain
at Silverstone Circuit on July 5, 2015 in
Northampton, England.





INVEST AND REST

Most people have heard about hedge funds, but would struggle to explain what exactly they are. Now, however, it might be a good time to brush up on your hedge fund knowledge; as new regulations have made them accessible to retail investors. Until recently, only institutional investors such as retirement funds were allowed to invest in hedge funds, but recent legislation changes mean that all investors can now consider hedge funds as part of a balanced portfolio.

While no investment type can guarantee returns, particularly over the short term, hedge funds are great diversification tools and offer advantages that other investments cannot.

The South African retail hedge fund market (the hedge funds which are available to the public) officially opened in February with the launch of two products from Novare.

So, what does a person who is considering a hedge fund investment for the first time need to know about these products? Eugene Visagie, Head of Hedge Fund Investments at Novare says, "All the money invested in a hedge fund goes into a pool, with a fund manager deciding which assets to invest in. Just like unit trusts that represent the majority of people's retirement investments, fund managers for the most part invest in stocks or bonds. However, hedge funds have other tools at their disposal that unit trusts do not. Probably the most significant of these is that hedge funds are able to make money on an asset even if it declines in value".

"This approach is called taking a short position on an asset. To use a simple example, taking a short position is like borrowing a set of clubs from another person with the undertaking of returning them after a while. Because you think that the price of the clubs is about to go down, you sell it to a third person. The price then goes down and you buy it for a cheaper price. You then give the clubs back to the person who lent it to you and pay a small

fee for the privilege of borrowing it, keeping the rest of the profits that you made from the difference in the price of the clubs you borrowed and the new ones you bought".

In contrast to short positions, long positions are the normal asset investments most of us are familiar with, where you purchase items such as shares in the hope that their price will go up in the future. Hedge funds can consist of both long and short positions, to give investors the best of both worlds.

"In a hedge fund, the fund manager looks for stocks that are overvalued to take a short position on, and stocks that are undervalued to take a long position on. Together, they make up the hedge fund portfolio," explains Visagie.

Due to the mix between long and short positions, the price movements of hedge funds are usually independent from the movement of the general financial market; which is why hedge funds are valued as an important component of a well-diversified portfolio.

"Another advantage of hedge funds is that their size allows them to negotiate better investment terms, which can include lower fees", says Visagie. "As a result, investors benefit from the economies of scale inherent in a hedge fund".

In addition, there are many different hedge funds to suit the many different personalities and goals of investors. Each fund manager has a different mandate, covering the entire spectrum from very risky, to very conservative. However, the

new regulations ensure that the hedge funds that have been made available to the public will not take on excessive risk.

In addition to their approach to risk, fund managers are also bound by other conditions in their mandates to tailor the hedge fund to a particular investor need. Some might look more towards long or short positions while look at particular industries, like mining. Others will look at particular markets, like Asia.

With so many different hedge funds to choose from, the first-time investor might not know where to start to evaluate the right investment; which is why Visagie recommends looking at a fund of hedge funds.

"A fund of hedge funds is a hedge fund that is made up of other hedge funds. You therefore get the benefit of a combination of the different strategies from a couple of fund managers, all rolled into one".

Another trait of hedge funds that distinguishes them from other investments is their ability to make leveraged investments. Leveraging means that growth in an investment is multiplied, sometimes by as much ten times the original percentage. However, it also means that losses are multiplied in the same way.

"I would not advise investors to invest in leveraged hedge funds from the start, as they can be very risky", advises Visagie. "Later, when you have built up a solid portfolio, you could allocate a small percentage to more risky investments that have the potential to maximise returns". ■

The Singular Bezos

In the face of constant skepticism, Amazon founder Jeff Bezos patiently and persistently stuck to his plan — and created a \$4.1 trillion empire

Text by BILL SATORI



The people and companies that invent the future don't always get to play in it. Thomas Edison's reward for creating the light bulb, the phonograph and the electric grid was to get crushed by financier J.P. Morgan. Robert Sarnoff's RCA Corp. made the first colour TV sets, controlled the broadcast networks and dictated programming, dominating devices and content way before Steve Jobs even dreamed about doing it. RCA folded in 1986.

Amazon founder and CEO Jeff Bezos is well aware of this history. "Amazon will be disrupted one day. I don't worry about it, because I know it's inevitable," he told *60 Minutes*. "Companies come and go, and the companies that are the shiniest and the most important of any era - you wait a few decades and they're gone."

Yet when you look at the company Bezos continues to build, you see a guy erecting a forest of fences for competitors to climb before they can even get close to him. In 1996, Amazon.com was one of the Web's alpha disrupters, an online bookstore with the outrageous goal of making every book ever published available in a minute - even if, in the early days, it was just Bezos, his wife, MacKenzie, and a few brainiac buddies filling orders in a Seattle garage. "Twenty years ago, I was driving the packages to the post office

myself and hoping we might one day afford a forklift," he said in announcing Amazon's 2015 results. "This year, we pass R1,4 trillion in annual sales and serve 300 million customers."

Officially, Amazon's stated ambition is to be "Earth's most customer-centric company," but Bezos may have actually created Earth's most eccentric company - eccentric being a label he might not resist for himself, given that his personality is bounded by an unrelenting drive and signature car-horn laugh. You might call Amazon the first e-conglomerate. When he started Amazon.com, Bezos' motto was "get big fast," and he worked furiously to claim the high ground of Internet retailing before anyone else got there. He first expanded Amazon horizontally, adding music and movies, then electronics and even toys. To augment Amazon's own product assortment, he eventually added third-party vendors, who now account for 40 percent of its R1,5 trillion in sales. The company has since gone vertical, manufacturing its own products, from digital content created by Amazon Studios - movies and programming - to mundane stuff like baby wipes and apparel. You can now buy detergent, paper towels and nearly 100 other items with the push of a Dash Button, a small wireless household fob that instantly places your reorder.

Today the company is delivering groceries in some markets, too, threatening yet another giant industry.

But Amazon is first and foremost a technology company, a giant computational engine created by an unabashed computer geek. Bezos applied that engine in directions that didn't seem to make sense at first. The company's ventures into consumer hardware - Kindle, Fire TV stick, Fire tablet, Fire phone and, most recently, Echo - were met with scepticism, some of it well earned. Amazon is big enough, though - and Bezos has balls enough - to keep tinkering until the company gets it right. "I've made billions of dollars of failures at Amazon.com," he has said, defiantly. Echo, launched last

year, isn't one of them. A wireless speaker that becomes a wondrous Internet search device through a voice-activated assistant called Alexa, Echo has put Amazon on a first-name basis with Apple in terms of innovation.

In 2006, Bezos similarly confused investors when he launched a cloud-based business out of Amazon Web Services to host servers for outside companies. He was leveraging Amazon's vast expertise in network operations, which had grown around its sales and logistics support. "We're very comfortable being misunderstood," he said at the time. "We've had lots of practice." AWS is now a highly profitable R106 billion business that most of Amazon's retail customers aren't even aware of. Its clients include two highly secretive organizations, the CIA and Apple. And if you think about it, AWS was never that much of a stretch. All physical things are data at some level; Amazon has the skill to be able to move bytes or boxes with equal dexterity. Recently, the company began leasing cargo jets to start its own airfreight shipping and logistics operation. Instead of handing off merchandise to other companies, it's wading deeper into the delivery stream. If you are FedEx or UPS, your comfort level just plunged 50 percent.

By constantly reinventing the world's biggest online seller, and making huge bets on a long-term vision - which often means missing quarterly earnings estimates - Bezos drives Wall Street analysts up the wall. But he couldn't care less. "Companies that don't continue to experiment, companies that don't embrace failure, they eventually get in the desperate position where the only thing they can do is make a Hail Mary bet at the end of their corporate existence," he told the audience at a recent conference. Amazon's ability to survive has been questioned regularly, especially after the dot-com bust of 2000 (Amazon.bomb and Amazon.toast were two of the more sarcastic tags), but Bezos always believed in the plan. He knew the Internet wouldn't fail - only companies that didn't nail their strategies would. Amazon's sales grew from R213 million in 1996 to R22 billion by 2000. Then, in the aftermath of the 2000 tech bubble, its stock price sank from about R1,530 to R74.50 a share. But its sheer size provided the necessary cover. Recently, Amazon traded for about R7,450, making Bezos' shares worth some R677 billion.

That kind of wealth allows Bezos to channel his inner Buzz Lightyear, like fellow billionaires Richard Branson and Elon Musk. His Blue Origin space company is building engines for Boeing and Lockheed Martin's Atlas rocket while developing a suborbital ship that, by deploying reusable rockets, we'll all be able ride on. "I want to see millions of people living and working in space. I think it's important but I also just love it. I love change. I love technology," he said. And if he wants to read about Blue Origin's exploits, he can always check the *Washington Post*, which he bought in 2013 for R3,4 billion.

Some kids come from broken homes; Bezos grew up in one that was wonderfully repaired. His mother, Jackie Gise, was 17 when he was born; he never knew his biological father until reporter Brad Stone tracked him down for his 2013 book *The Everything Store*.

The man Jeff Bezos calls Dad, Miguel "Mike" Bezos, was an Exxon petroleum engineer who married his mom and adopted Jeff as his own. Jeff spent his summers at the Cotulla, Texas, ranch of his doting grandparents, where he split his time doing chores, dabbling in inventions and reading science fiction books borrowed from the local library, which would feed his space fantasies.

Bezos showed an early and enthusiastic aptitude for math and computers, and by the time he got to Princeton in 1982, computer science was already exploding. After graduating with highest honours in computer science and electrical engineering, he headed to Wall Street, which then as now was clamouring for quants who could conjure black-box trading algorithms. It was while working at D.E. Shaw, a top-drawer hedge fund, that he happened upon a figure that would change his life: 2,300 percent. That was the growth rate of the Internet in 1994. "Things just don't grow that fast, with the exception of petri dishes," he would explain later. "A nontrivial baseline growing at 2,300 percent a year is clearly going to be everywhere tomorrow, and so the question was: What kind of business plan would make sense in the context of that growth?" That's a future billionaire talking, all right.

He looked at 20 different businesses before deciding that books offered the most opportunity and the least resistance, given that publishing and bookstores were still operating in 19th-century mode. Although independent bookstores would later have bitter words about being disrupted by Amazon, Bezos wasn't moved. "Complaining isn't a strategy," he said. After all, in 1994 he left a job that would undoubtedly have brought him financial security, quitting in June knowing that he would forgo his annual bonus. He went home to Texas and ultimately borrowed R4,5 million from his parents to help start the company that would eventually be called Amazon. (It almost started life named Cadabra.) MacKenzie drove a borrowed pickup toward Seattle while Jeff wrote out the business plan. He told his parents that the odds of failing were 70 percent - fairly generous, he admitted, given the record of most startups - but he wanted to let them know in advance so that he'd still be welcome at Thanksgiving if everything went to hell.

Bezos based part of his decision, and many future bets at Amazon, on what he calls his regret minimisation framework. "Very

few people probably name it 'regret minimisation framework,' because most people are healthier than that," he joked. The RMF works like this: When you're 80 years old, you don't want to look back and be depressed or disappointed about all those opportunities you let slide because you were afraid of failing.

Although Amazon, like Microsoft, is headquartered in Seattle, the business Bezos chose demanded a different kind of culture than the Silicon Valley software outfits that could command lush profit margins and offer unlimited worker benefits. As a reseller trying to undercut brick-and-mortar stores, Amazon needed a Walmart mentality. Frugality and cost containment informed every decision, and Bezos drove everyone he hired to work harder. Externally, Amazon strove to remove any friction - price, logistics, delivery time - that got in the way of providing the ultimate customer service.

Internally, friction became a force for productivity; employees are encouraged to be absolutely frank with each other. That pressure and critical environment isn't for everybody, and a *New York Times* story last year laid bare the starkness behind the ambition in detail. Bezos was again unmoved, not to mention unbelieving. "Anyone working in a company that really is like the one described in the NYT would be crazy to stay," he responded in a memo. "I know I would leave such a company." There has been no exodus.

Bezos looks at the world as a series of problems that have to be solved, and sees Amazon as a problem-solving machine. With Prime, launched in 2005, the problem was speed. It was not an instant hit, but in 2011 the growth curve began to steepen, rapidly. There are now an estimated 54 million Prime customers in the U.S. alone, an audience of fans predisposed to buy whatever Amazon has to offer. "What's the real story underneath Prime?" he asked. "Patience, persistence and attention to the smallest of details."

The same was true of hardware. Kindle was dismissed as "Kindling" by the tech crowd, something that would be turned into roadkill by the iPad. Bezos dryly noted that the No. 1 app on the iPad was Angry Birds. Hemingway had little to fear, he promised, and Amazon would eventually turn Kindle into the ultimate reading tool. "With hardware, it's the same thing. You have to be patient, you have to work at it, and you have to obsess over the smallest of

details," he reminded the audience at a product unveiling.

In June 2014, persistence and patience would get another test. Amazon spent four years creating the Fire HDX phone that Bezos probably thought would be an iPhone challenger. The phone featured Dynamic Perspective - a 3-D effect - enabled by four tiny cameras that follow your head. That technology required collecting millions of images of heads from around the world and teaching the cameras to recognize the nearly infinite variety of them. "If you want to solve a really tough machine-learning problem, you know what you need? Lots of data. Tons and tons of data. In this case, images, in order to train your algorithms," he said at the introduction. Data was in Amazon's wheelhouse, and what it excelled at.

The Fire phone was a flop. Launched at R2,700, it was discounted to R1.30 within months, and in articles in magazines like *Fast Company*, the media again wondered if Bezos had lost the plot. Just what was he selling? Or as *Business Insider*'s Henry Blodget asked him, "What the hell happened?" Bezos didn't flinch. If you don't make big bets, you don't make big gains. And very few of Amazon's successes were hits out of the box. Just give it time, Bezos said. "We've had a lot things we've had to iterate on at Amazon. With the phone, I just ask you to stay tuned."

With Echo, the company has a flat-out hit. And the prospect of Amazon developing a drone delivery force - you know that the spaceman is absolutely serious about it - is too cool not to happen. At the same time, Amazon is up to its old self. After announcing its fourth quarter earnings, the company once again disappointed Wall Street and the stock was hammered, falling some 16 percent to R2031 - a paper loss of billions for Bezos. This despite Amazon increasing sales by 22 percent and earning R6.5 trillion in profit for the quarter. The Street, as always, expects more from Amazon and its founder. And in many ways, so does Jeff Bezos. You won't have to wait long.





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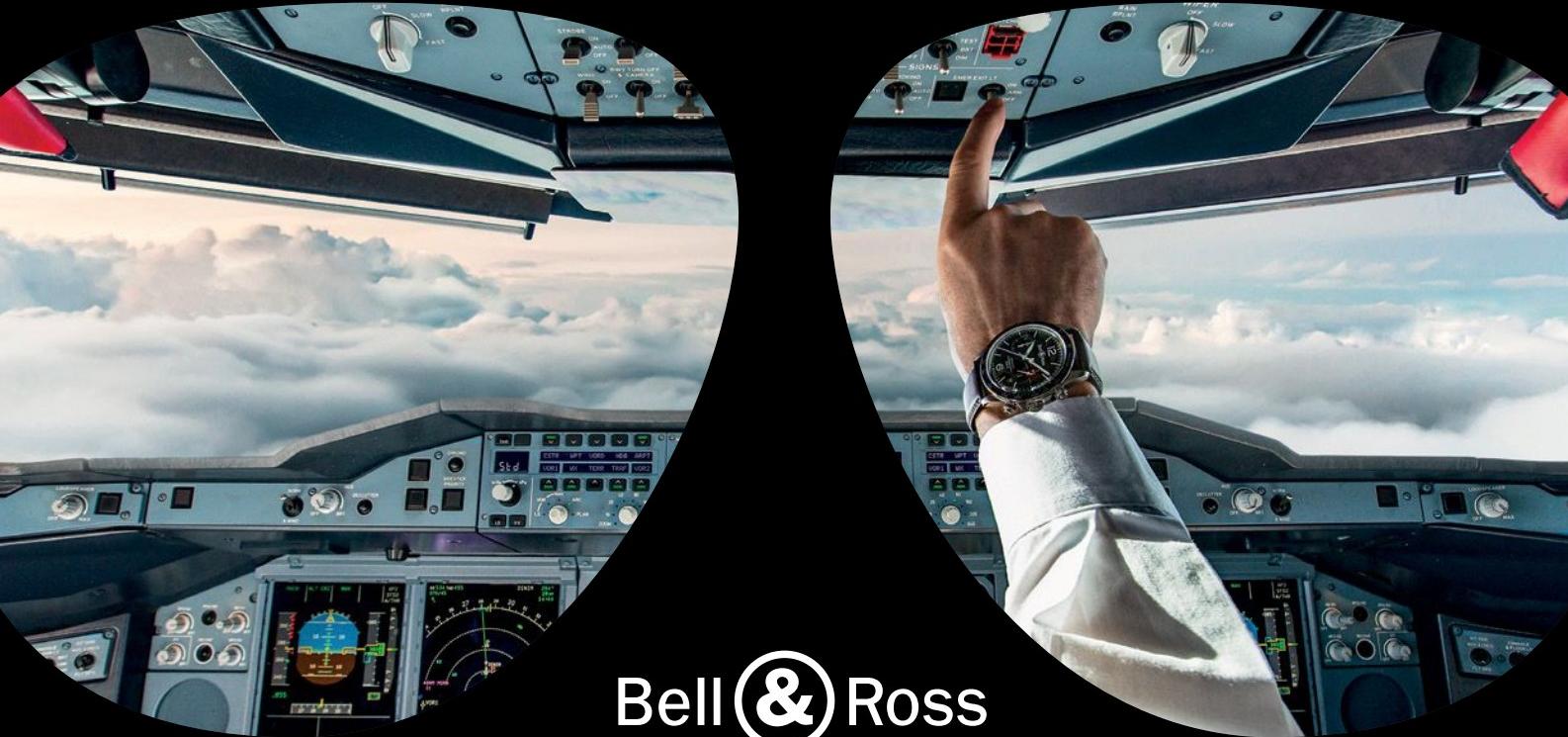
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